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**Senator S.M. Porter, Caney, Kansas: Reflections of the Past,
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Senator S.M. Porter

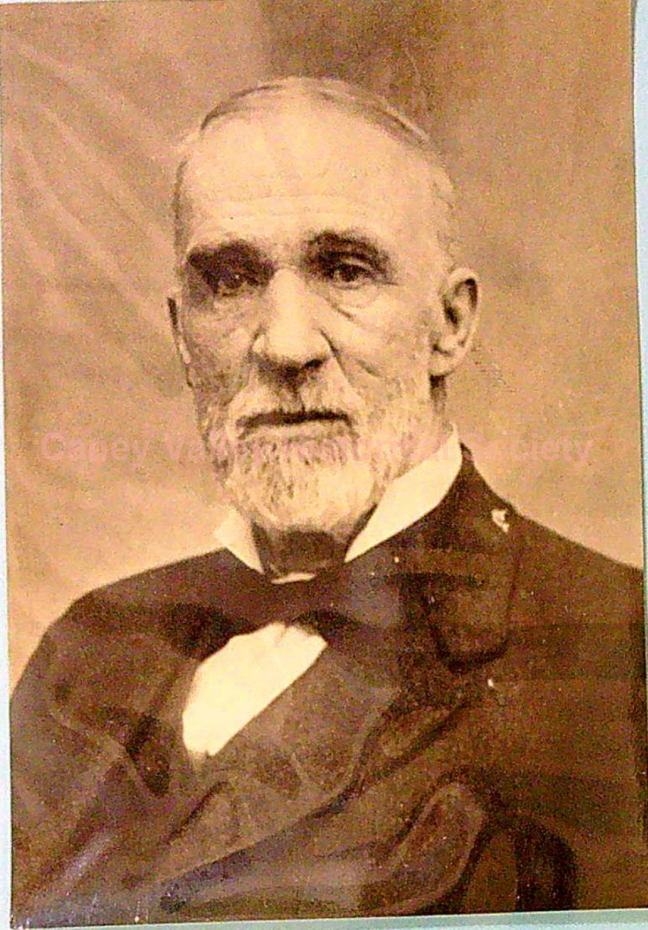
Caney, Kansas

**A Community Visionary
And Benefactor**

**A Lawyer, Statesman And
Honorable Senator**

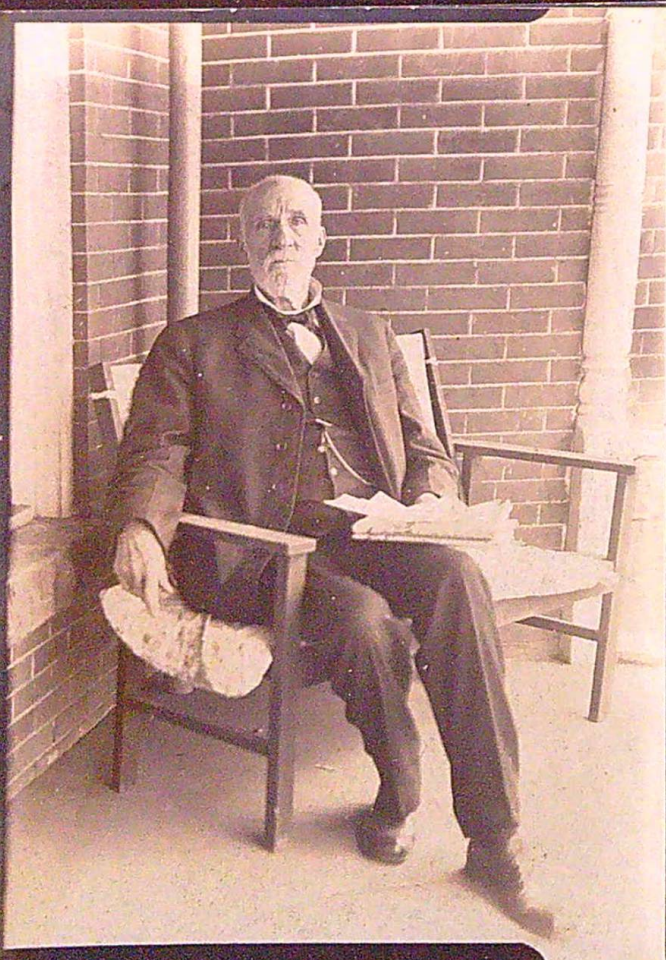
**A Loving Husband
And Father**

Reflections Of The Past





Caney Valley Historical Society



S. M. Porter,

Caney,

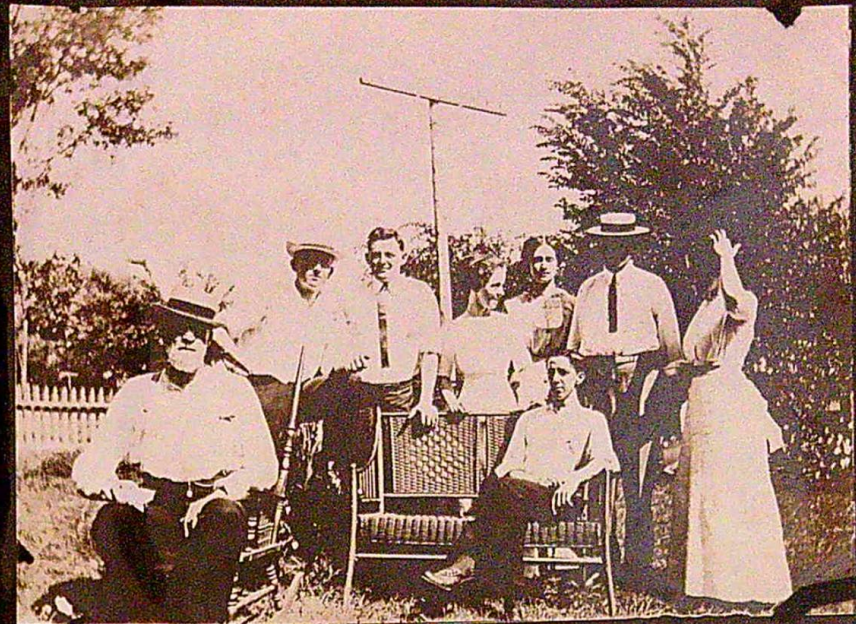
Kansas.

Attorney at Law.

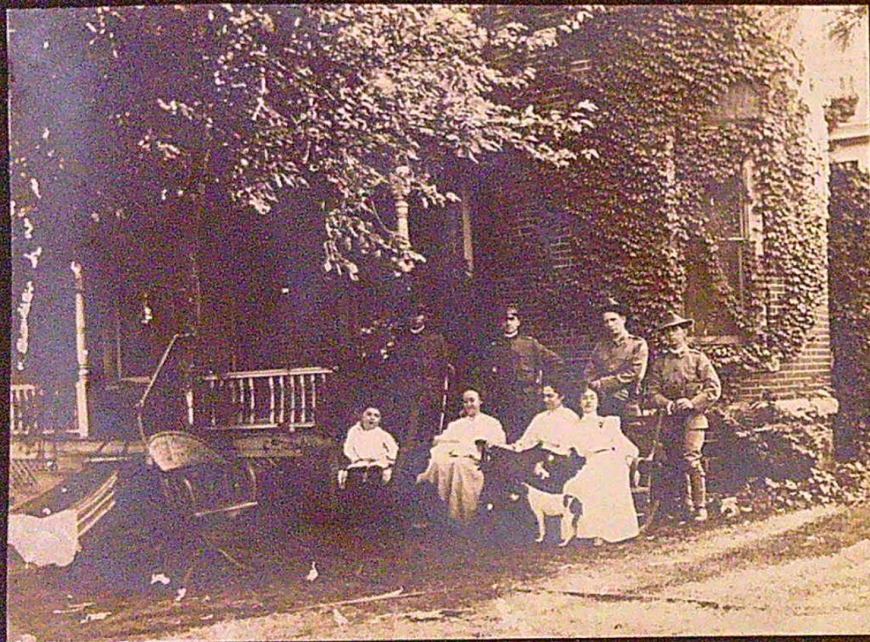
S. M. PORTER, PRESIDENT
KANSAS AND OKLAHOMA
SOUTHERN RAILWAY COMPANY

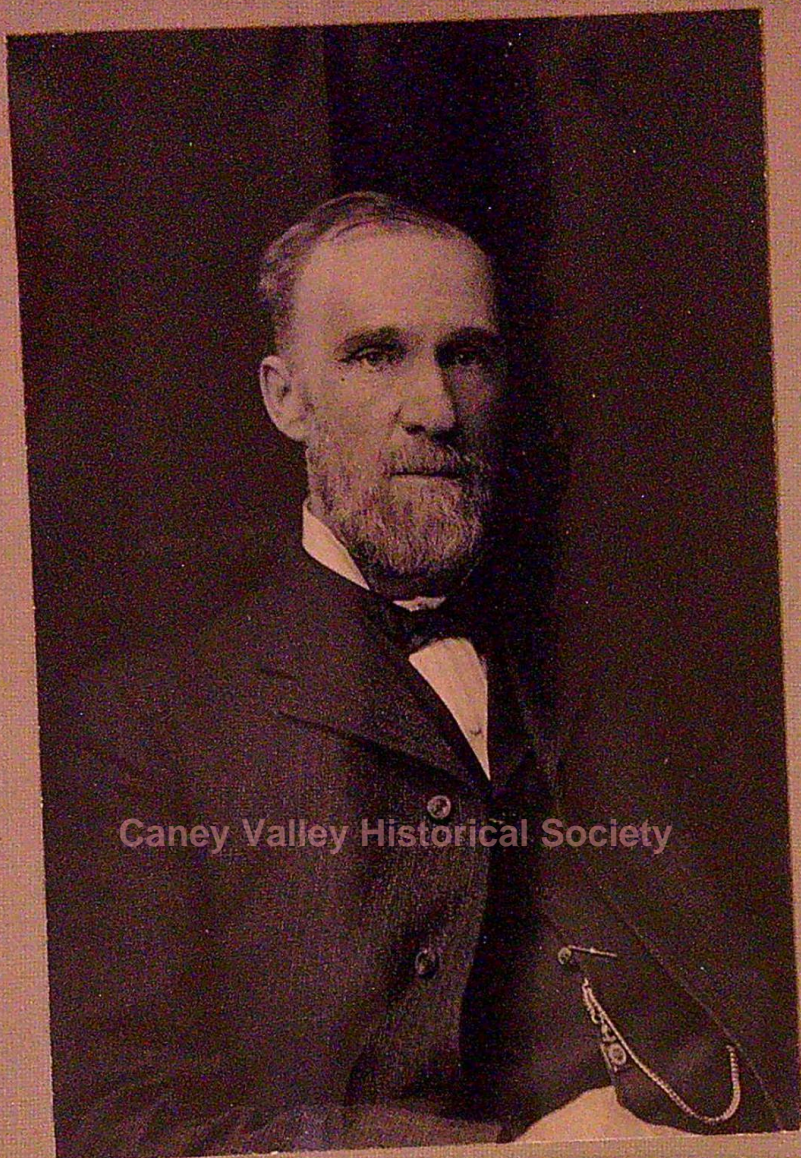
CANEY, KANSAS





Caney Valley Historical Society





Caney Valley Historical Society



PORTER'S address. Remark. "I am Glad I am an American." Ginson.



Caney Valley Historical Society









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Caney Valley Historical Society

SAMUEL MORSE PORTER

Perhaps the most outstanding and far-reaching story of the descendants of Moses Porter is that of his Grandson, Samuel Morse Porter.

When Captain Moses Porter had finished his term of military service, he migrated to Lapeer County, Michigan bringing with him his son Moses Greene and one Daughter, Marilla. They apparently settled in Metamora Township in 1838. Soon to follow in the migration were his second wife, the widow Mrs. Ezubia Chamberlain Perkins and several of their children along with some of Ezubia's children by her first marriage.

It was in Michigan that Moses Greene Porter, who was born in Bristol, Ontario County, New York, and given his middle name after the Revolutionary War General, Nathaniel Greene, whom his father respected greatly, was married to Anna Maria Morse on March 17, 1847. Anna was the daughter of John Morse, Jr. and Sally Kingman. The Morse family had also migrated to either Oakland or Lapeer County from Cortland County, New York.

Moses Greene Porter and Anna Maria Morse began their industrious farm family in Metamora Township where four of their children were born, John Albert, March 6, 1848; Samuel Morse, December 14, 1849; Edward Wayland, March 4, 1851; and Sarah Maria, June 28, 1852.

It was in 1852 that Moses G. Porter migrated to Novi Township, Oakland County, where he erected a classic frame house with a belvedere tower in the Italianate style of architecture. It was in Novi that little George Seymour, the fifth child, was born March 15, 1861. He died when about two years old and is buried by his parents in the cemetery at Wixom.

The children continued their education in the Common Schools of the Township before receiving their high school education in the select schools of Northville, Wayne County, Michigan. John was to remain on the prosperous farm while his brothers and sister attended Hillsdale College. Sarah became a teacher in the Common Schools, while Samuel and Edward continued their education at the University of Michigan studying law.

In following the story of Samuel, he graduated from the University of Michigan in 1874 and married Miss Susie Hoyt at Walled Lake, Michigan on December 24, 1874. The young couple soon moved to South Saginaw, Michigan where Samuel set up his first law practice. It was at Saginaw that twin daughters were born to them on April 28, 1876. One of the infants died at birth, but Susan May survived. Another daughter, ^A was born October 9, 1877. Their mother

was soon to die, also, on January 14, 1879. Samuel chose to bury his loved ones in the Cemetery at Walled Lake, Michigan near Susie's parents' home.¹

Samuel felt that the Michigan climate was not beneficial to his health, so he left his two small daughters in the care of their grandparents, the Hoyts, at Walled Lake and followed the call of Horace Greeley to, "go west, young man, and seek your fortune." His path took him as far as Texas before he returned to settle on a farm just east of the town of Caney, Kansas, near the Oklahoma state line. It was in 1881 that he returned to his earlier vocation of farming, and dealt primarily in cattle and sheep. It was on December 24, 1893, that he remarried. His new bride was Elthea Smith, a native of Minnesota, whose family had also migrated to Kansas.

The practice of law was in Samuel's blood, and soon he returned to that profession. He moved to Caney Village where he had constructed a large three-story brick home to accommodate his wife and new family. As an attorney, he was well-respected in Caney and Montgomery County, and was subsequently elected to the State Senate. While he served in the Senate, his vision began to form for an economic boom in his beloved village of Caney.

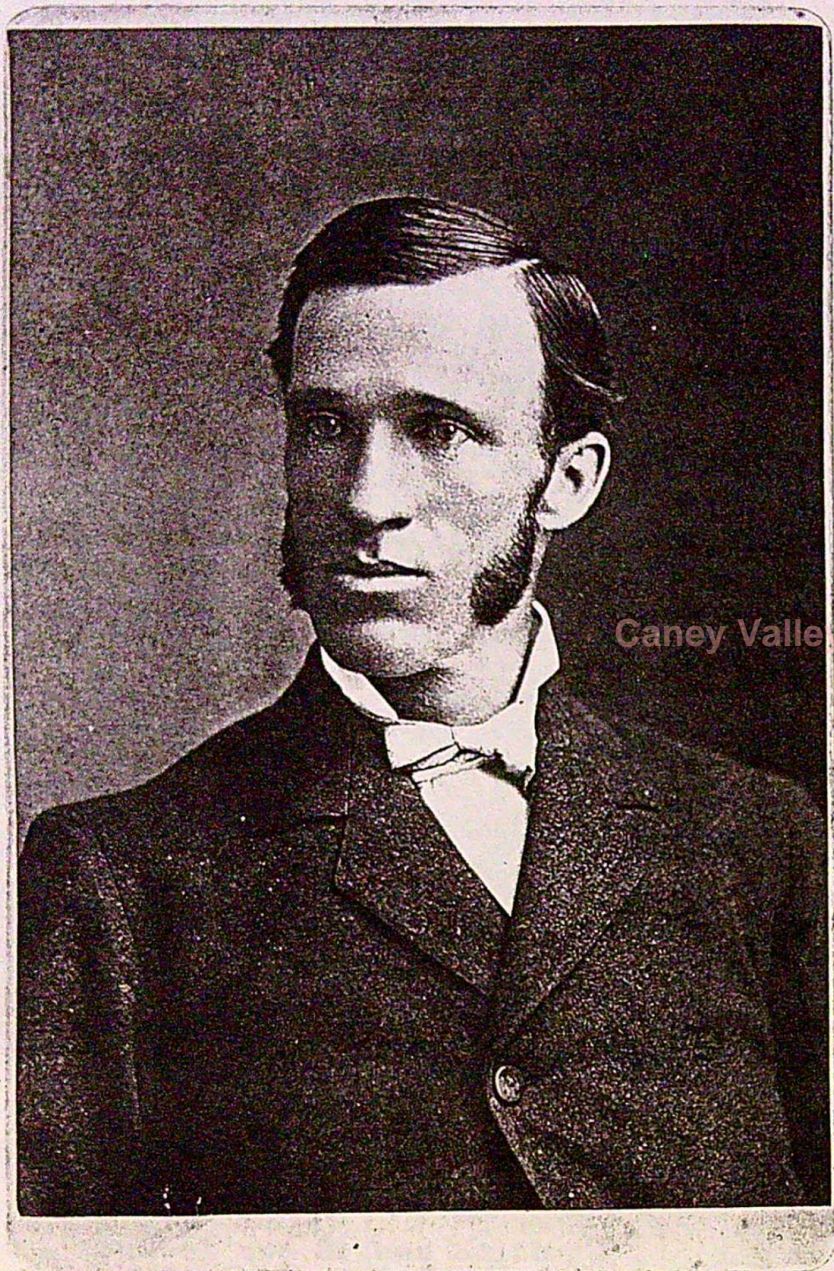
One of Samuel's earliest ventures was with one, E.J. Edwards, a citizen of the Cherokee Nation, who joined with him in opening coal fields under the name of, The Horse-Pen Coal and Mining Company. They found a ready market for their products. It was at this same time, in 1895, that Samuel also journeyed to New York, Philadelphia, Boston, and even Europe seeking financial support for railroad construction from Caney into the Indian Territory of Oklahoma.

The first short railroad was opened in 1898 and was purchased by the Santa Fe System in 1900. But Samuel's vision continued to expand. He and other men of southeast Kansas saw vast supplies of white oak timber in Oklahoma and Arkansas, and other resources in coal, oil and gas, lead, and zinc, as well as valuable farm produce.

In the family Bible, Samuel recorded the birth date of his second daughter, Grace, as September 5, 1877. On the death of his wife, Susie, he recorded the following verse:

No lovelier wife man ever knew;
A girl-like mother, fond and kind:
A Christian soul, more beautiful and true
The holy angels never find.

Sam'l



Caney Valley Historical Society



Susie Hoyt Porter
Samuel's first wife

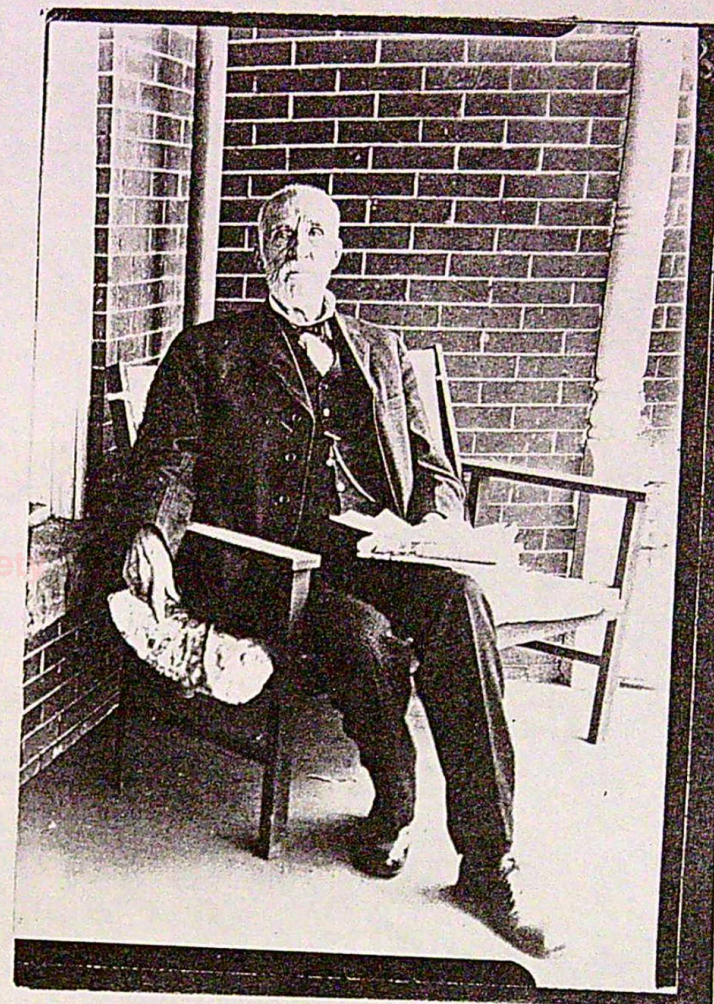
Samuel Morse Porter
ca. 1875



Al Brown

INDEPENDENCE, KANSAS.

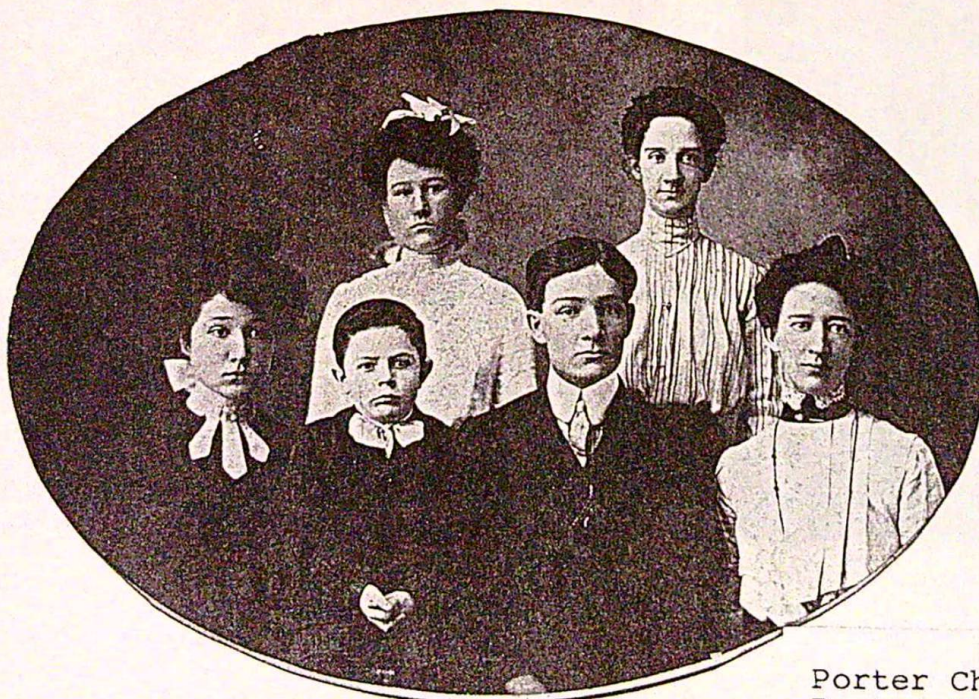
^{Ella}
Samuel and Althea Smith
Porter ca. 1894



Samuel seated on the porch
of his Caney, Kansas home
during his retirement years.



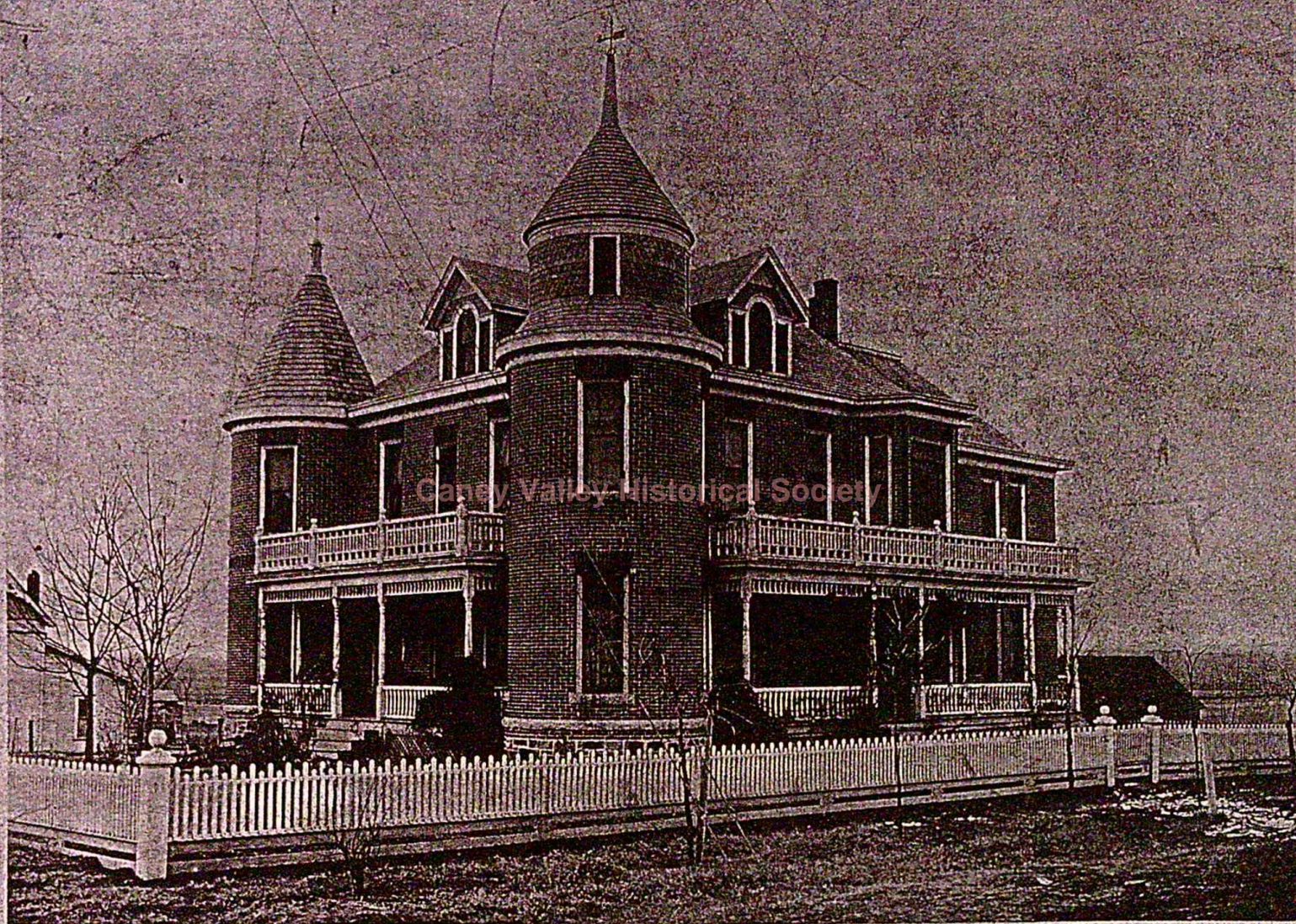
Ella
 Samuel and Elthea Porter
 Standing: Lute Grace May
 Front: Paul Margaret George



Porter Children in 1904
 Back: Margaret May
 Front: Lute Paul George
 Grace



Ella
Front: ~~Ella~~ Elthea Smith Porter and Samuel
Rear: May Porter Johns
Margaret Porter Wark
Dr. George Porter
Lute Porter Bolinger
ca. 1925-1930



Samuel Porter Home
Caney, Kansas

In 1900, Samuel joined with others to form the Caney Gas, Oil and Mining Company. Between August 19, 1900 and May 10, 1901, five drilling attempts were made to secure gas and oil. The first three wells were failures, but the fourth well came in April 1901, producing up to fourteen million cubic feet of gas per day. The fifth well was a true gusher on May 10, 1901.

With this new resource, other business enterprises were begun in an effort to make Caney a profitable industrial town. Resources were available for the manufacture of vitrified bricks for building construction and paving. The cotton-growing industry had slowly crept westward, and successful crops had been seen in the area which led to the manufacture of baling and wrapping twine. Sandstone of a suitable quality for the manufacture of glass was available in the area. All of these industrial ventures were tried in Caney.

But Samuel's vision continued to expand. He dreamed of railroads crossing Kansas north to south and east to west; and by 1907, while he was State Senator from Montgomery County, he began to seek vocal and financial support for his vision. He solicited support from railroad companies in Reading and Philadelphia, but an economic panic of 1907 caused this support to escape his grasp, so he set his eyes again on Europe. He returned to England and France and finally accomplished some fetes no other American had realized previously.

With his maps and letters of recommendation, he set forth. While England seemed to have deaf ears, prominent financiers in Paris listened politely to his message of resources, rivers, railroads and Gulf Ports, and finally agreed to supply twenty million dollars to be administered by the Carnegie Trust Company of New York. Bonds were printed, and Samuel Porter's dream slowly became a reality. Even his home town of Caney voted to contribute twenty thousand dollars to the effort.

Ground-breaking ceremonies for the Cherryvale, Oklahoma and Texas Railway were held on April 1, 1910. As the grading of the first ten miles toward the village of Wann was progressing the citizens dubbed the new line, "The Porter Road," and voted their support in dollars and in great celebrations of the event. Between this time and World War I, construction and expansion continued while Samuel made several more trips to Europe to visit the financial backers. He had long since left his Senate post to his son-in-law, George H. Wark, whom he had groomed to fill the position.

Among the different companies Samuel Porter supervised or guided were:

The Cherryvale, Oklahoma and Texas Railway Co.
President ca. 1910
Kansas & Oklahoma Southern Railway Co.
President ca. 1916
Panhandle Short Line Railway Co.
Financial Agent ca. 1923
Mid-Continent Coal Co. Secretary ca. 1924

Even with all this economic activity, Samuel found time to serve his country by traveling to Europe again during World War I to arrange and negotiate contracts to supply horses and gasoline for the French Army.

As his energy waned in his later years, Samuel Porter returned to private law practice. He made occasional trips back to Novi Township in Oakland County, Michigan to visit, "The Old Farm," as he lovingly called it in his letters. He never really forsook his Michigan roots but continued to give the benefit of his wise counsel to his brothers and sister, as well as his daughter May Porter Johns. He supplied funds for the installation and maintenance of tombstones in the Thornville Cemetery in Metamora and in the cemeteries in Walled Lake where his first wife, Susie, was buried and in Wixom where his parents were buried, so that his forbears and siblings would properly be honored in their resting places. His last years were frequently spent in the comfort of his palatial home in Caney where he died February 27, 1934.

The grand brick home was soon sold to become a small community hospital under the direction of Dr. S.A. Scimeca. It served as a hospital until the Caney Municipal Hospital was erected. Dr. Scimeca continued to use it as his office until 1963 after which it was abandoned and fell into disrepair. The property was finally purchased by A.F. (Pete) Dyer who removed the house to use the property for other profitable ventures.

Memorials to Samuel Morse Porter exist in newspaper articles and local histories, and at his final resting place in Sunnyside Cemetery, Caney, Kansas.

Perhaps Samuel Porter's dream was not realized to its fullest. A check of the County and City Data Book, 1983, does not reveal Caney, Kansas as having a population of 2,500 or more residents. It has remained a small town. However, neighboring Cherryvale had grown to 2,769 residents, and Coffeyville had over 15,000 residents as of the U.S. Census of 1980.

SPECIAL ATTENTION GIVEN TO LEGAL
BUSINESS IN THE INDIAN
TERRITORY.
— — —
PRACTICES IN STATE AND FED-
ERAL COURTS,

Wm S. M. PORTER, Esq.

Attorney and Counselor at Law.

LEGAL BUSINESS PROMPTLY ATTENDED TO.

Caney, Kans., April 22nd 1890.

THE CHERRYVALE, OKLAHOMA & TEXAS RAILWAY CO.

INCORPORATED UNDER THE LAWS OF OKLAHOMA

S. M. PORTER, PRESIDENT

OFFICE OF THE PRESIDENT
CANEY, KANSAS

REUDEN GUBBAY, TREAS. & 1ST VICE-PRES
10 PLACE, VENDOME, PARIS, FRANCE

B. J. DALTON, CHIEF ENGINEER
LAWRENCE, KANSAS

In. Re. _____

Caney, Kansas, September 23, 1910

The Kansas & Oklahoma Southern Railway Co.

INCORPORATED UNDER THE LAWS OF OKLAHOMA

S. M. PORTER, PRESIDENT

OFFICE OF THE PRESIDENT
CANEY, KANSAS

B. J. DALTON, CHIEF ENGINEER
LAWRENCE, KANSAS

H. V. BOLINGER, SECRETARY
CANEY, KANSAS

In. Re. _____

Caney, Kansas, July 13, 1916.

LAW OFFICE OF
S. M. PORTER
CANEY, KANSAS

In. Re.

Mr. John A. Porter

Caney, Kansas, September 4, 1918.

THE SHORTEST LINE FROM THE NORTHWEST TO THE GULF COAST

E. G. COOK, President
KNOX FINLEY, Vice-President
W. A. SQUIRES, Vice-President
M. McGINLEY, Vice-President
W. R. FERGUSON, Treasurer
W. A. PRITCHARD, Secretary
JOHN PHILLIPS, Asst. Sec'y.

The Panhandle Short Line Railway Co.

INCORPORATED UNDER THE LAWS OF TEXAS

M. M. HOLLENBACK, Chief Engineer
JOHN PHILLIPS, Assistant Engineer
S. M. PORTER, Financial Agent
W. J. TOWNSEND, Gen'l Attorney
E. G. COOK, General Manager

DIRECTORS

E. G. COOK W. R. FERGUSON
C. O. VERNON M. McGINLEY
J. H. KING MILO CONNELLEY
W. A. SQUIRES E. B. FOLLARD
KNOX FINLEY

Caney, Kansas, Feb. 13, 1923.

~~Witnessed by Father & Mother~~

The Mid-Continent Coal Company, Inc.

J. B. BREWSTER, PRES.
R. E. WADE, TREAS.

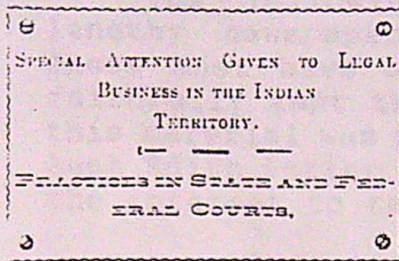
OFFICE OF THE SECRETARY

S. M. PORTER, SEC'Y.
MRS. KATE FOLWELL, ASST.

MINES AT VINITA, OKLAHOMA.

In Re Sister Sarah's affairs.

Caney, Kansas, Aug. 13, 1924.



Wm. S. M. PORTER, Esq.

Attorney and Counselor at Law.

LEGAL BUSINESS PROMPTLY ATTENDED TO.

Cancun, Yucatan, April 22nd 1890.

Dear Brother & Family:

We recd. your letter some time ago and I must now take time to answer it. I hope we will hear from each other often in the future than in the past.

Last Saturday the 19th we had another girl arrive. She is a very nice girl. George & Maggie are wonderfully tickled over it. & with her is a real nice baby. Ella is a real beauty & is up around the house. I am afraid she will be a good girl to do the housework but she is too ambitious for that, although she is very strong & healthy. The Spring season is quite backward here. The coffee trees are now in full bloom. The grass is green & all kinds of stock. A good deal of corn is up & some is big enough to cultivate. Wheat looks very fine here & there was a good deal of rain last fall.

My sheep are bringing lambs now & it keeps me very busy to tend to them. I hope this will find you all well. We are looking for Mary & Grace out here in about three weeks. I shall be so glad to see them. How I wish you would come out here & make us a visit & see the country.

The following pages include transcriptions of lengthy newspaper articles from various publishers. These must have been sent by mail to John Porter who faithfully kept them among his family papers. Much of this material was passed to me in an old rush suitcase by Aunt Edith Porter when she ascertained that I might have the interest to research the family history.

I include the articles on General George H. Wark, Samuel's son-in-law, even though to my knowledge none of the family in Michigan ever met him personally.

The articles seem to reflect the times at the turn of the century in Kansas, as well as the character of those sturdy, hard-working people.

Caney Valley Historical Society

CANEY VOTED \$20,000 BONDS FOR RAILWAY

PORTER ROAD MAKES THIS CITY HEADQUARTERS AND DIVISION POINT

Vote Was 272 For; 8 Against

Terminal, Machine Shops and Switches to be Buildded
Immediately - Fitting Five Offices

	For Bonds	Against Bonds
1st Ward	26	1
2nd Ward	72	6
3rd Ward	105	1
4th Ward	<u>67</u>	<u>1</u>
Total	272	8

Bonds to the amount of \$20,000 to the Cherryvale, Oklahoma & Texas railway were voted yesterday by the people of Caney in a special election for that purpose. The vote was overwhelmingly in favor of the bonds, 272 for and 8 against.

By this overwhelming majority Caney people yesterday voted to give \$20,000 to the new railroad now building from Caney, known as the Porter Road. Grading on the first ten miles to Wann practically completed. In return the railway company will build a depot, switches, terminal facilities, round house and machine shops. Caney will be on the main line and also the terminal of the branch to Arkansas. With the growth of this railway backed by twenty millions of French money destined to become one of the important transportation lines, Caney will become an important railway center.

Tuesday, August 9, 1910, will become a red letter day in the calendar of great events in the history of Caney. On that day the people of Caney cast their votes for a greater Caney.

WORK PROGRESSING ON THE PORTER ROAD

OBSTACLES PORTER HAD TO OVERCOME

IT IS NOW ASSURED

WORK IS PROGRESSING RAPIDLY - WILL PASS THROUGH ONE OF THE RICHEST PARTS OF THE UNITED STATES - RAILROAD MEN LOOK WITH GREAT FAVOR UPON THE PROJECT - FIRST DIVISION WILL SOON BE IN RUNNING ORDER

To start out single handed to build a great railway system, in face of a financial panic, without funds and without reputation as a railroad builder, and to succeed in that undertaking where no other American had succeeded before is a unique distinction and a mark of signal ability.

To Senator S.M. Porter of Caney, Kansas, belongs such an honor. The "Porter" road is now assured and in a few weeks cars will be running on the first division.

Senator Porter was a member of the Kansas State Senate when the panic of 1907 came on. He had been elected President and General Counsel for the Cherryvale, Oklahoma and Texas Railway Company. He had a large part in that session of the legislature and was accused of being a railroad servant, but to him more than to any other man was due the success of the two cent fare in Kansas. While making this fight in the senate he concluded to make the crowning effort of his life the construction of a great railway system radiating from his home town. Today, three years later, grading for the first section of the proposed road, from Caney, Kansas, to Wann, Oklahoma, is more than half completed, and in three months that part of the road will probably be operating trains.

The Cherryvale, Oklahoma and Texas Railway Company was first organized in 1907, but prior to that J.H. Brewster, of Independence, who served as the president of the company during its preliminary work and who is now one of the directors and general manager, had organized the Kansas, Eastern Oklahoma and Texas Railway Company, and had made a survey from Caney through Pawhuska and Stillwater to Pawnee and Guthrie, Okla. But no progress was made beyond the survey of the right of way.

It was then that Senator Porter became interested in the project. Mr. Porter had taken a leading part in the construction now known as the Santa Fe from Caney to Bartlesville and had experience enough to know how to proceed intelligently enough to succeed. And his success proved his keenness.

While in the Senate Mr. Porter came to the conclusion that if ever the proposed road was built he would have to give up everything else and devote himself wholly to the one endeavor. He acted accordingly.

Before starting out to raise money he first laid a good foundation by having his project endorsed by some of the ablest railroad authorities in this country. In fact it was planned and laid out, together with its several branches, with the assistance of some of the best operating railway officials in America, among them being the directors of the Rock Island and Santa Fe systems, and the road when built will have traffic connections with the Santa Fe, the Rock Island, and the Missouri Pacific and probably the M.K.&T. It received the emphatic endorsement of all these great systems before Senator Porter made a move to interest capital.

His first idea was to build southwest from Caney into the rich and untouched Osage Indian Nation, making Pawhuska, the Osage capital, the principal center in the nation, and proceeding thence to Perry, Okla., and promising Texas country to El Paso. Later it was designed to continue the road to the gulf. Again² Senator Porter concluded to build a southeast branch to Fayetteville, Ark. There was method in this. In the first place there is no east and west railroad across the northern part of Oklahoma and there is great need of one. But more important than this, it is practically impossible to finance a railroad which does not somewhere along its route penetrate a coal supplying region. A branch from Caney to Fayetteville would not only guarantee the railroad an abundant coal supply, but would give it a heavy freight traffic in oil, timber, lead, zinc and grain. The white oak timber reserves of northeastern Oklahoma and northwestern Arkansas will not only furnish the road with lumber freight, but supply it with ties and piling for construction, which in this day is a very important factor.

Senator Porter could not have picked out a more attractive route. Passing through such a diversified part of rich country, crossing and bringing business to other roads, rather than paralleling and taking from them, it secured their endorsement and co-operation instead of their antagonism. From the very start the project was attractive to men of means and Senator Porter had no difficulty in interesting capital, but it was no easy matter reaching a point where he was able to begin actual construction.

Senator Porter in a surprisingly short time had the money for the construction of the road promised in Reading, Penn. But that fell through. Then he went to Philadelphia where success again seemed to have come to him only to slip away at the very moment of attainment. He couldn't get these deals to the perfection where he felt justified in going to the expense of having the bonds printed.

²This mark (.....) indicates words missing due to the disintegration of the old newsprint.

It was then the dauntless Kansan decided to go to Europe to finance his road. That was in the summer of 1907. He was making excellent headway when the panic came and upset all his plans. The Knickerbocker Trust Co., which had accepted the trusteeship for the bonds of the proposed road and had executed the first mortgage or trust deed, suspended.

A less determined man would have given up the struggle. "Porter's Railroad" would not be a joke. His alleged friends at home did not believe he would ever succeed, and they entertained a half-hearted sympathy for him. But they did not know Porter. Coming to Kansas as a young man to die, he had roughed it on the prairies and had herded cattle and sheep by the thousand along the very line of his proposed road. His determination to live taught him to exercise the same determination to accomplish things in life.

With the Knickerbocker Trust Co. "busted", his Reading and Philadelphia failures gauntly staring him into timidity, weakened by financial panic abroad and international agitation at home, Porter was somewhat suspended in air himself. He came home from Europe to get a fresh start.

It was then that he met former Secretary of the Treasury Shaw, head of the newly organized Carnegie Trust Co. The new institution was eager for business. That was Porter's opportunity. He was offered unusual inducements, especially under the peculiar and unusual conditions.

Up to this time no American had ever financed a new railroad in France. To succeed Senator Porter concluded that he would have to enter a virgin field, and he felt that the mere fact that no one else had ever financed a new road in France was his best insurance under the conditions, because he had an abiding faith in the merits of his proposition. But as just observed there were peculiar and unusual conditions to overcome. For instance: In France it is not usual to certify bonds by a trust company, the unusual American procedure, and which Americans understand to be the real elementary principle of trusteeship. The French capitalists wanted some responsible American institution to hold the security, but wanted to do their own certification, which would obviate sending the bonds to America to be certified by the American trustee. In Porter's case the Bank Parissenne certifies the bonds.

This had never been done in America. Bankers do not take well to new methods. English lawyers said it could not be done. Senator Porter is a lawyer himself; he studied the case carefully, looked into the law of both countries and decided it could be done. But he had a hard time bringing the lawyers of France and of America together on the question. With lawyers and capitalists there is no greater obstacle than this: "It has never been done before." But Porter finally succeeded, and

thereby made two distinct records, viz. The first American to finance a new railroad in France, and the first to secure trusteeship in America for security, the bonds of which were certified abroad.

The difficulty is great enough getting men abroad to put up cold, hard cash to the extent of millions on a paper proposition in a country they have never visited, without having these other impediments in the way to overcome. All Senator Porter had to back him up was a lot of maps and profiles and strong letters, a liberal amount of Lincoln oratory, nerve and determination. But his maps were volumes of silent argument. In Europe conditions are not like they are in this country. The French know this country better than we think they do. They know it is a country of vast opportunities and rapid development. There are two divisions of people in Europe, the rich and the poor. The rich are very rich, and the poor are very poor. Those who have money have lots of it; it has come to them easily; they have nothing else; their greatest problem is to know where to invest it; banks can not afford to pay interests on deposits. Europe has the money but scarce opportunity for earning investment; America has little idle money, but boundless opportunity for big paying investments. The result is that any man who has a good proposition, and the right endorsement and reference can finance in Europe. This is one reason European capital is so easily interested in American oil production. Oil is known as a quick money maker, and that is what pleases the foreigner.

So when Senator Porter displayed his maps and showed that both branches of his road would pass through the richest part of one of the richest oil fields in the world, that it penetrated vast white oak timber reserves, and touched lead and zinc districts as well as passing through a world famed farming country, half of his argument was made. But two letters of reference proved of great assistance to him. One was from the National Bank of Commerce of Kansas City, and the other was from President A.C. Stich of the Citizens Bank of Independence. Both of these were translated into French. The National Bank of Commerce is well known in France and stands high in financial circles.

The story is quickly told, but to accomplish his purpose Senator Porter made numerous trips to Paris, and finally last summer went to France determined not to return until he had the money to build his road. He was gone six months, had the bonds printed, certified, and part of the money turned over to the Carnegie Trust Co. of New York. The total amount of the bonds was \$20,000,000. "That's an awful lot of confidence in a man, isn't it?" asserted and asked the Senator.

A majority of the officers and directors of the new road are actual residents of the city of Paris and other cities of France. They represent a strong syndicate of French bankers with associates in Belgium and Germany,

headed by Reuben Gubbay of the banking house of Gubbay and Co., Ltd., of Paris, and which also controls the Bank Parisienne du Fonds Publics. The officers and directors of the company are as follows:

Senator S.M. Porter, Caney, Kansas, President
R. Gubbay, banker, Paris, first vice president and European treasurer
George A. Masters, grain merchant; Perry, Okla., American treasurer
J.H. Brewster, Independence, Kansas, general manager
J.V. Raymond, capitalist, Paris, secretary
A.W. Shulthis, cashier of the Citizens National Bank, Independence, Kansas, is the American secretary and has been from the first.

Directors

Count Richard D'Abnor, Commander of the Legion of Honor, Rear Admiral, Paris
Charles Fayle, Grand Officer of the Legion of Honor, Vice Admiral, Paris
F.D. Brewster, Contractor, Independence, Kansas
Roger Trousselle, Chevalier of the Legion of Honor, late Chef de Cabinet of the Ministers of the Interior and of War, Paris
Adolph Whitcomb, Director of Law, General Councillor of the Department of Landes, Paris

Mr. DeRaymond is a gentleman of highest culture and education. He was formerly an officer in the Austrian Army, being an Austrian by birth, but a resident Frenchman. Roger Trousselle was formerly Minister of Finance in France and has strong connections with the Ottoman Banks and the Rouvier Bank of Paris. Count Richard D'Abnor is a retired admiral of the French Navy and is President of The Bank Parisienne, the foreign trustee for the bond holders. Mr. Whitcomb speaks English fluently and has a vast fortune in his own name, while his wife's relatives are immensely wealthy. Mr. Whiting, who resides at the Hotel de Crillon in Paris, is an American by birth, and has recently been elected to the board of French Directors. He is a gentleman of high education and has had large experiences in American and European financial affairs. Representatives of the foreign directors and stockholders are expected to visit this country and go over the right of way of the new road in a few weeks, possibly the latter part of this month.

Philip Brull, an Austrian by birth, but a resident of Paris, is one of the largest and most influential of the stockholders. He is the managing director of the Gubbay Banking House, Ltd., of Paris.

Construction Work Begun

Ground was broken in the first construction work of the new road on April 1, 1910, at a point just over the Oklahoma line, a mile south of Caney, Senator Porter's home. There were over three thousand people present when the sod was turned. The occasion was made a holiday in Caney. All business was suspended and the people formed in line and headed by a band, proceeded to march from Caney over into Oklahoma to witness the ceremonies. But when the band reached the camp, the last carriages in town had not yet moved, so long was the procession. The citizens of Caney presented Senator Porter with a handsome gold-headed walking stick as an evidence of their esteem and an expression of their congratulation upon his splendid achievement.

Since then the work of grading the road has gone steadily forward. It is the purpose to build the Fayetteville division first. This starts at a junction with the Santa Fe and the Missouri Pacific just south of Caney, and proceeds southwest across northwest Oklahoma to Wann, thence to Nowata, Vinita, and Fayetteville. The Continental Construction Company, of which J.H. Brewster is President and Frank D. Brewster of this city, general manager, is grading and building the road. The grading to Wann will be completed this month and it is the expectation to have cars running by August first to Wann. Here it will connect with the M.K.&T. Road. The road is being built as straight as it can be made. It is the intention of the company to tunnel rather than to have curves in the road. There will be only two slight curves from Caney to Wann, and for seven miles northwest from Wann the track will be almost straight as an arrow. The sixty miles to Vinita will be the heaviest grade. In construction the road promises to be nearly perfect, at least ideal. It will be easily operated and will admit of heavy hauls at low expense. The shops will be located at Caney. A number of towns will be laid out, one of which will be on a sloping knoll, just south of the Canary oil pool and about midway between Caney and Wann. A name has not been selected for it, but it may be called Masterson. About twelve miles west of Vinita has been laid out the town of Wade, in honor of Director Wade. When the Wann section is completed work will be pushed to Nowata. Nowata is a fast growing little city and will produce a large amount of traffic for the new road. This part of the road will become an immediate producer of revenue. It passes through a part of the great Mid-Continent oil field which sorely needs a railroad, and the experience of the Santa Fe has been that no other development produces the revenue for the railroad as does the development of an oil field. The Tulsa branch of the Santa Fe has been a tremendous money maker ever since the day it was opened. The officials of that company state they have never built a piece of road that passed it in

immediate and permanent results. The same results are predicted for the Porter Road. But it will have the advantage of the Santa Fe in that it will penetrate a country of such diversified freight producing possibilities. It is said that thousands of tons of hay and grain have failed of a market along the Fayetteville division for want of transportation facilities. So well pleased with the prospects is the Santa Fe that it has offered the use of its tracks from Caney to Kansas City, a distance of 189 miles, and the Frisco has offered its tracks from Paola to Kansas City, a distance of 60 miles.

Senator Porter says however, that while his company may make some such temporary arrangement, it is the purpose to eventually build to Kansas City. The foreign stockholders..... commercial center and they think it is important for their road to tap this important artery of trade on the north, the wealth producing resources of the interior, and find an outlet at tidewater. The right of way has already been carefully gone over. So minutely and intelligently has the route of this road been planned by railroad experts, so practicable and feasible, so promising the future of the country it penetrates, so cheap the construction, and so low the general grade, that it at once attracts attention as an ideal and safe investment. There are bright prospects of a future oil field in Arkansas, and the Osage field has only been tested.

As soon as the Fayetteville division has been completed, work will start on the Perry and El Paso division, indeed it is quite possible the company will not wait for the completion of the eastern division to start construction of the western division. Senator Porter expects to leave in a short time for the Gulf to decide on the waterfront terminal for the road. He has two places in view, one at Aransas Pass and the other at Velasco.

Late advises from Paris state that the bonds of the Cherryvale, Oklahoma and Texas road have been listed on the Bourse and are being quoted at 87 to 87½.

While the nature of his position brought Senator Porter more before the public than his associates, he gives them a large share of the credit for the success of the undertaking up to this time. J.H. Brewster, who originated the idea of the new road, has been his right bower and is most confident of the future of the new road. Messrs Wade and Masters have given their time almost wholly to the promotion of the project the past year.

From The Independence Daily Reporter; Wed., June 8, 1910

OBITUARY OF SAMUEL MORSE PORTER³

SAMUEL M. PORTER IS DEAD AT CANEY

PIONEER RAILROAD PROMOTER AND
ONCE SENATOR SUCCUMBS

Was Graduate of University of
Michigan Law School; Built Porter
Road from Caney to Collinsville;
4 Children Survive.

Caney, Feb. 27, -(Special)-

Samuel Morse Porter, since 1881 a resident of Caney and for more than thirty years one of the dynamic figures, not only of this community but of the state of Kansas, died at his home in Caney this morning at 3:20 o'clock of infirmities of age.

Funeral services will be conducted at the family home at 10:30 o'clock Thursday morning by the Rev. King Phillips, Pastor of the First Presbyterian Church of Caney, and burial will be in Sunnyside Cemetery here.

Mr. Porter was born at Metamora, Lapeer County, Michigan, December 14, 1849, hence was aged 84 years, 2 months and 13 days at time of death. His grandfather served throughout the Revolutionary War, and for six years was as member of General George Washington's staff. His mother was a cousin of Samuel F.B. Morse, from whose name Samuel Morse Porter was partially derived. Mr. Porter grew to manhood on his father's farm, attending district and high school. Later he attended Hillsdale (Mich.) College for two years, supporting his college work by teaching part time. Finally he entered the University of Michigan Law School, from which he graduated with the class of 1874. After graduation he practiced law at Saginaw, Mich.

Came to Caney in 1881

Seeking the new West, Mr. Porter went to Texas, and from there he came to Caney, settling here in 1881. He possessed a vision that penetrated far enough into the future to take a prominent part in the organization of the territorial courts of Indian Territory, as well as to lead in the construction of a railroad from Caney to Collinsville, long before the discovery of oil and gas in that section. The road, familiarly known as the "Porter Road," now is part of the Santa Fe's Southern Kansas main line between Kansas City and Tulsa. He also was instrumental in building of other railroad lines, and in forming the several railroads he was intrusted with

³The Coffeyville Daily Journal; Coffeyville, Kansas, Tuesday, Feb. 27, 1934

practically an absolute manager ship in buying the right-of-way.

He was a staunch Republican in politics, and for years took a most active part in political affairs and served in the Kansas State Senate from Montgomery County at a time when much of the formative legislation of the state was under consideration.

Mr. Porter was a Mason, including Royal Arch and Knights Templar, as well as a member of the county, state and American Bar Associations. Furthermore, the Montgomery County Bar Association conferred a life membership upon him.

Leaves Four Children

In 1874, Senator Porter was married in Michigan to Miss Susie Hoyt, and from this marriage were born Mrs. May P. Johns of Walled Lake, Michigan and Mrs. Grace P. Dodge of Tulsa, Okla., the latter of whom died in 1918. In 1883 he married Miss Elthea Smith of Caney, whose father was a pioneer settler east of Caney and afterwards a large property owner in Caney, and who also served as mayor of the city. Four children were born of this union - Dr. George F. Porter of Centerville, Kansas, Mrs. George H. Wark and Mrs. H.V. Bolinger of Caney, and Paul Porter, who died in 1909. The three daughters were at his side when he passed away and the son will be here today. Mrs. Porter died in 1933.

Senator Porter was a member of the Congregational Church of Saginaw, Mich. However he affiliated with the First Presbyterian Church of Caney since moving to this community. His benevolent gifts of time and money were symbolic of his deeds to those in distress and to the worthy purposes of organizations about him, it was said of him today.

A THOUGHT⁴

And if the kingdom be divided against itself, that kingdom can not stand. St. Mark 3:24

We must all hang together or assuredly we shall all hang separately. Benjamin Franklin

S.M. Porter

The death of S.M. Porter marks the passing of a man who had a large part in the development of this southwest country. He came west one and one-half decades after Horace Greeley uttered his advice to young men of the post-Civil War era, "Go west, young man, and grow up with the country." Millions took the advice. All grew with the country and made the wilderness to blossom as the rose. They planted a civilization here comparable to the Northwest Territory whence many of them came. The Northwest Territory if you do not recall from your lessons in U.S. History is that domain out of which was carved shortly after the War of 1812 the five states of Ohio, Michigan, Wisconsin, Indiana and Illinois.

S.M. Porter was from Michigan. In his veins flowed the blood of pioneer stock. He had a heritage on his mother's side from the intrepid dreamer, Samuel F.B. Morse, from whom he acquired his name. Morse laid the Atlantic Cable uniting two continents in instant communication. Morse struggled against insuperable difficulties and succeeded.

The intrepid, dogged determination to win despite insurmountable obstacles which would have appalled less courageous souls served Samuel Morse Porter in the days when the "Porter Road" was aproject. Not once but twice would Porter see his dream come true. For there were two Porter Roads. Both are dreams come true. One dates back forty years. One somewhat less than half that long.

Neither came easy. One was promoted following the panic years of the nineties. First from Caney south were the rich coal fields of Collinsville and Owasso, Indian Territory. Later to be extended north to Havana. This is now a link in the main line of the Santa Fe from Kansas City to Tulsa. The other line, the Pawhuska Branch, also a Santa Fe property now, extends from Owen Switch just across the Oklahoma line directly south of Caney, to Pawhuska.

When the writer of this came to Montgomery County, S.M. Porter was its state senator. A few years later he had the privilege and pleasure to aid in elevating his son-in-law, George H. Wark, to the same office. Both served Montgomery County wisely and well in the upper house of the state legislature. Porter was active in

⁴From the editorial page of the Coffeyville Daily Journal

politics all his busy, useful life. Fellow barristers say he was an able and successful attorney. But the monument he leaves, the cap sheaf in a long, busy, useful, fruitful life is his achievement as an empire builder. Mr. Porter was a man of giant physique, well proportioned and directed by an intellect comparable with the massive body in which it dwelt. One was immediately attracted to his striking physique by its commanding proportions. But one soon learned to forget the huge physique as one became acquainted with the even more striking personality which radiated from a massive intellect.

"Who is that large man just down the aisle from me?" asked a lady passenger on a south bound Santa Fe train crossing the west side of Montgomery County some years ago of the conductor of the train. "That gentleman, lady, is Col. Porter, who built this road you are riding on," was the reply.

"Oh!" remarked the woman as she resumed reading her greenback magazine.

Which is typical of the attitude of the generation next succeeding the pioneers who brought to these prairies the great things that make of a wilderness a habitable land. They take as a matter of course - with a faint "Oh!" - that the great conveniences which taken by and large make the difference between a wide expanse of desert waste and a land possessing the multitudinous conveniences of an effete civilization.

Promoting one railway when the worst monetary panic in the history of this country was yet taking its toll, and another when the most popular political pastime was strafing railways, S.M. Porter proved himself the worthy descendant of the great Samuel F.B. Morse a double portion of whose intrepid, courageous spirit and determination must have descended on him for the purposes whereunto he was sent.

Today flowers bank the coffin in which reposes all that is mortal of Samuel Morse Porter and in time a granite shaft will mark the spot where the dust of his body returns to earth. But no masonry of man can compare with the monument of achievements of the useful life it commemorates, even as nothing may be set down by type on paper in this column can do justice in recounting the accomplishments of this great and good man of whom it can be truly said he was a benefactor of man in a big way.

SAMUEL PORTER PASSES AWAY

DIES AT THE FAMILY HOME AT 3:15 THIS MORNING

Has Been Connected With History of Caney Since
Before the City Was Started

Senator Samuel Morse Porter, 84, died at his home at 500 West Fourth Street at 3:15 this morning, after a lingering illness. His death, although not unexpected, is a shock to the community of which he has been a part since 1881, and his place will be hard to fill.

Mr. Porter was born at Metamora, Michigan, December 14, 1849. His father was one of the pioneers of that section and his Grandfather served throughout the Revolutionary War and for six years was a member of the staff of General George Washington. His mother was a first cousin of Samuel F.B. Morse, inventor of the telegraph, from whose name Samuel Morse Porter's name was partially derived.

Mr. Porter grew to manhood on his father's farm, attending district and high school and later attending the Hillsdale, Mich., College for two years, supporting himself by teaching part time. Finally he entered the University of Michigan Law School from which he graduated in 1874. For a while after graduation he practiced law at Saginaw, Michigan.

Being of a pioneering spirit, Mr. Porter went to Texas but came back to this section in 1881, settling on a farm a few miles east of Caney, where he lived for several years. He still owns the place. This was before there was any City of Caney. He practiced law while farming and finally in 1896, moved to Caney, and was active in most of the important developments of the city. For more than thirty years he was one of the dynamic figures, not only of this community, but of the state as well.

He took a prominent part in the organization of the Territorial Courts of the Indian Territory and took the lead in building the extension of the Santa Fe Railroad from Havana to Tulsa. He promoted several railroads in various parts of the country and still had in his files plans for some new development in several parts of the country. The old railroad grade one sees as he crosses the state line on highway 75 is the remains of a railroad that was to go to Vinita and was well along toward completion when the war stopped the financing. Mr. Porter made several trips to Europe to get money for railroad projects.

Mr. Porter was president or an officer in the Caney Glass Company, The Caney Gas Company, The Caney Brick Company, The Caney Gas, Oil and Mining Company, and other Caney projects when things were flourishing here. He owns yet a brick business block and some other buildings, besides his residence on Fourth Avenue. In this block he

had his suite of offices until failing health, a year or so ago, made it necessary for him to move his office to his residence.

Mr. Porter was a staunch Republican and for years took a most active part in political affairs. He was elected to the Kansas State Senate in 1908 and helped put through some constructive legislation, one act being the two-cent railroad fare and another the start of the present utility control of the railroads.

Mr. Porter was made a life member of the Montgomery County Bar Association and was also a member of the State and American Bar Associations. He was a Royal Arch and Knights Templar Mason. He was a member of the Saginaw Congregational Church, Saginaw, Michigan, but was always affiliated with the First Presbyterian Church of Caney since moving to this community.

Mr. Porter was always an active booster and worker for his community. His benevolent gifts of time and money were symbolic of his deeds to those in distress. His pleasing personality made many friends and his advice was sought by many from all walks of life.

In 1874, Senator Porter was married to Miss Susie Hoyt in Michigan. Two children were born to this union, Mrs. May Porter Johns of Walled Lake, Michigan, and Mrs. Grace Porter Dodge, who died at Tulsa in 1918. In 1883 he married Miss Elthea Smith, of Kansas, whose father was a pioneer settler east of Caney, and afterwards a large property owner in Caney, and who served as mayor of the city at one time. Four children were born to this union: Dr. George F. Porter of Centerville, Kansas; Mrs. George H. Wark and Mrs. H.V. Bolinger, of Caney, and Paul Porter, who died in 1909. Mrs. Porter died in April 1933. These with other relatives and friends will mourn at the loss of a loved one and a dear friend.

Funeral services will be held at the home at 10:30 Thursday morning, with Rev. King M. Phillips, of the Caney Presbyterian Church, in charge of the services. Burial will be at the Sunnyside Cemetery beside his wife. The body is now at the Joe Carinder Funeral Home.

The Caney Daily Chronicle
Tuesday, Feb. 27, 1934

OLD HOUSE COMES DOWN AFTER STANDING 81 YEARS

A Caney landmark is being dismantled. The old Samuel M. Porter home, later known as the Scimeca Hospital, has been purchased by A.F. (Pete) Dyer and he is tearing it down as his time permits.

If the three story building could talk it would tell a story of early 20th century elegance when it was one of the show places of Montgomery County, and later, as a hospital established and operated by a family of doctors - the Scimecas.

Located on a hill at the west end of Caney's business district, the three-story Victorian, red brick structure, with its circular colonnades, was distinctive in architecture.

In later years it has been vacant and in disrepair. Boys of the town have used it as a playhouse. Birds have nested in the upper rooms. It was developing into an eyesore and Dyer saw an opportunity to salvage the material and clear an ideal site for future building or buildings.

Gen. George H. Wark, son-in-law of the late S.M. Porter, says the original cost of building the home in 1890 was approximately \$30,000. To duplicate it today - basement and three floors - would require four or five times the original cost, it is estimated.

Porter A Town Builder

Samuel M. Porter was a native of Michigan, a member of a prominent family, and he came to Kansas in 1881 because of ill health. The story of his life is that of one of Montgomery County's most distinguished citizens of all time.

He was a brilliant attorney but found time for town building. He was the "Daddy" of the Santa Fe Railroad branch line that now connects Kansas City and Tulsa through Caney.

To Mr. Porter, more than any individual, can be attributed the building of the KOC & SF Railroad from Caney to Owasso. This later was sold to the Santa Fe.

He was a stockholder in the Home National Bank, president of the Gas Company, and one of the owners of the Caney Brick Company.

In December of 1874 Mr. Porter was married to Miss Susan Hoyt in Michigan. She died five years later, leaving two little daughters, May and Grace.

In December of 1883 Mr. Porter contracted marriage the second time. He wed Miss Elthea Smith, a native of Minnesota. This marriage was blessed with four children, George, Margaret, Lutie and Paul.

Lutie became Mrs. H.V. Bolinger. Her husband for many years was cashier of the Caney Valley National Bank. They erected a large two-story home across the street

north of the Porter residence. It is now the Home of the Louie Hill, Jr. family.

The other daughter, Margaret, wed George H. Mark, a Caney attorney, and they established their home just north of the Porter mansion. Thus each daughter spent a lifetime in the one neighborhood. ✓ W

In promoting the construction of the railroad from Caney to Owasso, Porter met and overcame many obstacles. He made one trip to Europe and numerous trips to New York, Washington and Chicago, all at his own expense. He spent a personal fortune to realize his dream of a north-south railroad from Caney into some rich oil fields in what was then Indian Territory.

Mansion Becomes Hospital

It was during the 1930's that the late Dr. S.A. Scimeca bought the mansion and converted it into a 22-bed hospital. The Scimecas are a medical family, and two of the sons, Michael and William, bought the hospital from their father after World War II. They operated as partners for a short time. Then Michael became the single owner. Dr. William went to Tulsa where he is in the midst of a large practice.

During the time the Scimecas operated the hospital it served hundreds of area people who were ill or injured. It was abandoned as a hospital after the erection of Caney Municipal Hospital about ten years ago, but Dr. Michael A. Scimeca used it as his office until his untimely death from a heart attack July 12, 1963.

Dyer bought the building and all contents. He has no time schedule for complete clearing of the site.

From the Caney Chronicle
Date unknown

CANEY'S GENERAL GEORGE H. WARK DIES AT AGE 95

Full Military Burial Rites to Honor Wark Thursday

Brig. Gen. George H. Wark, 95, Caney's beloved soldier-attorney, died at 5:45 a.m. Saturday in Caney Municipal Hospital.

Funeral services will be at 2 p.m. Thursday in Graves Memorial Chapel. Burial will be in the Wark mausoleum beside Mrs. Wark in Sunnyside Cemetery.

The funeral sermon will be given by the Rev. Wilbur Henderson of Caney United Methodist Church.

General Wark had been an attorney in Caney for 71 years. During his long life he acquired many honors and was generally recognized as one of the distinguished citizens of Kansas.

A full military burial service will be given Gen. Wark at the Sunnyside Cemetery following the funeral.

A unit from the Kansas National Guard will give him an 11-gun salute from three Howitzer cannons to be placed across the highway near the B&C Jobbers building.

Four large helicopters will arrive sometime Thursday morning with the cannons underslung beneath. They will land on the high school practice field, located northeast of the new school.

The General's body lies in state at the Graves Memorial Chapel. An honor guard from the Kansas National Guard stood at attention beside the General Tuesday evening and will be on duty again tonight (Wednesday) from 7 to 8 p.m.

Three flags, The American Flag, The Kansas National Guard Flag and the General's flag, have been placed beside the coffin.

Several high officials from the Kansas National Guard will attend the funeral and military burial service Thursday afternoon.

* * * * *

It was 71 years ago in October that 24-year-old George H. Wark alighted from a Santa Fe passenger train at the Caney station and walked briskly to the business district, then a muddy but busy village on the verge of an industrial boom brought by the discovery of oil and gas.

Tall and lean George H. Wark had just received his law degree from the University of Kansas. A native of another Montgomery County community, Liberty, he had decided to cast his lot with the sister town on the Oklahoma border.

In frequent speeches during the last decade, Mr. Wark loved to use these words in describing the Caney of 1903.

"Caney was a busy little city of 1,355 souls, saved and unsaved, five saloons, three gambling houses and two

drug stores with bars behind the prescription department."

"There was one town marshall who was a reformed outlaw."

"I was the seventh disciple of Blackstone to seek sanctuary here. Yes, we had seven lawyers and three preachers. It was free enterprise to the nth degree. Now we have three attorneys and ten preachers. Is the community better or worse - you be the judge."

"I had some flamboyant letterheads that said: 'Attorney and Counsel at Law Entitled to Practice in All the Courts of Kansas and the Commissioner Courts of Indian Territory.'"

"Every time I stepped out of the office I put one of my new letterheads on the door and wrote, 'Will return in ten minutes.' One day some heartless wretch scrawled, 'What the hell for?' It was tragic then but funny now."

General Wark loved to tell interesting incidents of early-day Caney. His memory was remarkable and his ability to choose the right words made the stories entertaining, no matter how often repeated.

In those early days attorneys did not carry brief cases, Mr. Wark said. Instead they loaded their pockets with long manila envelopes in which were the important documents.

The struggling young attorney, according to his own words, would place several manila envelopes in his pockets and hurry down Fourth Avenue, giving the impression he was one of the busiest lawyers in the city. Actually he was having a rather rough time getting started.

But his clientele gradually increased and by 1917 he was doing well. He had been elected state senator and his future was definitely assured.

Then came World War I and Mr. Wark quickly organized in Caney a National Guard Infantry unit that saw lots of action in France.

This was Company D which still has an annual reunion each year.

Company D trained at Camp Doniphan (Fort Sill) and was nationalized. It was combined with a similar company based at Trenton, Mo., and after this merger Mr. Wark was transferred to command a machine gun company, and it also was in the thick of many engagements in France.

It was during the Battle of Argonne that Mr. Wark received the Silver Star Medal and a presidential citation for bravery in action.

He returned from the war a state-wide hero and it is said he could have been elected governor had he declared to make the race.

In 1919 there was a serious coal strike in the Pittsburg area and Gov. Henry Allen called a special session of the legislature to cope with it. Mr. Wark, as a senator from Montgomery County, helped write the Industrial Court Law.

He later was appointed district probation administrator for Kansas. Later his territory was expanded to include Kansas, Missouri, Oklahoma and Arkansas. He kept this position until 1933.

Mr. Wark helped reorganize the Kansas National Guard in 1921. He was promoted to Colonel in 1933, then took an examination at Fort Leavenworth and was named a brigadier general in command of artillery.

When World War II came along, Gen. Wark was anxious to be in the thick of the U.S. Military effort. He served at Camp Robinson, Ark., for a time, then was called for a physical examination.

"I knew what those medical examiners were supposed to find in a man of my age," he later explained, "And they did."

"They gravely announced that I probably would not live until morning, but I think they are all gone now. Their only positive finding was that I wasn't pregnant, so in 1941 they retired me."

A keen student of history and political science, Mr. Wark, until the end of his life, was vitally interested in politics. He was intensely loyal to the Republican Party and for many years was Republican City Chairman.

He also served as county chairman, as city attorney under several mayors, attorney for the board of education and was known as "the man to see" when any aspiring office holder decided to cast his hat into the political ring.

He was past president of the Montgomery Bar Association.

One of the proud times of Mr. Wark's life came Sept. 9, 1973, when Caney's Memorial Park was renamed Wark Memorial Park.

The old General, a bit unsteady on his feet but with shoulders squared, mind alert and a smile on his handsome face, beamed during the program that was attended by Caney admirers and numerous members of old Company D.

"This is sure a mighty fine thing for you to do," he told the audience. "I really appreciate it."

His final days were spent as a resident of the Wilson Boarding Home. A man of intense pride and self-reliance, he refused emphatically a suggestion he reside in a nursing home where he could be given special attention.

His roommate, Frank Knock, had a choice location in the Wilson Boarding Home and many of his friends continued to visit him at frequent intervals.

At the conclusion of World War I General Wark helped organize Ernest Brown Post of the American Legion and he was its first commander.

In 1900 he was a member of the first graduating class of the Montgomery County High School at Independence. He received his L.L.B. Degree at the University of Kansas, where he was a member of Phi Delta Phi Honorary Greek Letter Fraternity.

He organized Caney's first Chamber of Commerce.

He had been a member of the First Presbyterian Church, the Masonic Lodge and its various related groups including Mirza Shrine; IOOF Lodge, The Ancient Order of Modern Woodmen of America, Order of the Elks, Havana Country Club and the Kansas Historical Society.

Wark was married to Margaret Porter on April 16, 1921, at Ottawa, Kansas. Mrs. Wark preceded him in death on Feb. 11, 1950.

He was the son of a Civil War veteran, Emmanuel M. Wark, and his mother was Lydia Long before her marriage. Mr. Wark was born on a farm near Liberty, Dec. 19, 1878.

* * * * *

Coffeyville Armory Renamed for Wark

As a tribute to the memory of Gen. George H. Wark, the Kansas National Guard Armory on West Eighty Street, Coffeyville, Kansas, will hereafter be known as Gen. George H. Wark, Armory.

Action was taken several years ago to accord Caney's distinguished World War I hero this honor, but there is a regulation that makes such action effective only after the death of the person honored.

* * * * *

The General Made Reveille

Alvin Grauerholz, Coffeyville attorney and long time friend of Gen. Wark, points out that the General died at exactly "the first call for reveille" Saturday morning.

Grauerholz explained that soldiers are awakened each morning by three calls for reveille, commencing at 5:45 and ending at 6 a.m.

"A good soldier always makes first reveille," said Grauerholz.

* * * * *

This edition of the Caney Chronicle, Sept. 25, 1974, also contained the complete roster of the old Company D, and a long list of tributes by General Wark's many old friends. Their testimonies were filled with appreciation and praise of the general.

On Wednesday, May 24, 1989, the Caney Chronicle published an edition to inspire the citizens of Caney to join in the Mayfest. On page five was an article in tribute to Gen. George H. Wark and Caney's Company D which had fought in France during World War I. I reprint it here in full.

70 Years Ago This Month
Company D Came Marching
Home in 1919

by Andy Taylor

It was the proudest day in Caney's history, and 70 years later people still talk about the day when the "boys came home."

On May 9, 1919, the men from Caney's Company D that fought in the French countryside during World War I were finally home after almost six months of active duty in Europe. Leading the parade was the most prominent citizen in Caney's past - George Wark. Then the acting commander of Company D, Capt. Wark marched his men from the Santa Fe Depot through downtown Caney where throngs of proud citizens paraded alongside the American soldiers.

Company D was formed in 1917 when Wark helped to instigate the National Guard in Kansas. Most of the men were from Caney but others from Havana, Sedan, Copan, Peru, Independence and smaller area towns joined in the effort to stop Germany's Kaiser.

The company was part of the 35th Division of the U.S. Army which was under the command of Gen. John Pershing. This group was one of the top machine gun battalions in the army during the war.

Celebrations, concerts, contests and plenty of food were on hand on Fourth Avenue when the boys arrived on the train. "Some of the town's prettiest girls were placed on the reception stand because of the appeal to the young men who have seen very few American girls in many months," Caney Chronicle Editor J.R. Brady wrote in that day's edition.

With alcohol prohibited during that time, extra security was enforced across the town for fear that bootleggers might sneak booze to the celebrating Caneyites.

The Kansas National Guard which fought in Europe gained a reputation of being a rowdy, rebellious group. The War Department issued statements citing their bad habits of the Jayhawk soldiers, but then Governor Arthur Capper and former Governor Henry Allen quickly vouched to the Feds of the high moral caliber of the Kansas Guard members.

The story of George Wark is one that could fit an encyclopedia. Elected to the state senate in 1916, Wark was remembered by the State legislature in 1917 as he was claimed a hero when he led his brigade in the toughest fighting near Chauprey, France.

During the war, he was given the Distinguished Service Cross for his bravery, and on his journey back to Caney, Wark was quoted in the New York Times and the St. Louis Post Dispatch. The Kansas City Star even predicted him to be the next Governor of Kansas.

Said Editor Brady, "...Capt. Wark is the idol of his men. He is one of the most popular of the officers in the whole fighting 35th, both with the men and the officers."

"This was a fitting welcome for Wark and the boys of Company D," Brady continued, "To those who have left the paths of peace to brave the Argonne in the greatest battles in the history of the war."

The armistice of World War I was celebrated for over half a century in Caney with a yearly celebration, "Veteran's Day." The last such celebration was held in 1971 when the official date was changed from November 11 to a day chosen by the Congress each year.

Gen. George Wark rode in the last Veteran's Day parade and participated in the Caney centennial celebration that same year. Considerable attention was focused during that celebration on the "boys of Company D."

"It Was a Proud Day for Us"

By Rudy Taylor

Pearl Sullivan, 408 S. Wood, was a young girl of 16 when the boys of Company D came marching back home from France. She and her close friend, Esta Mitchell (Boles), were clerks at the "north Estes Grocery Store on Wood Street at the time."

"I remember that Fred Estes closed his stores and all the employees rushed down town where the soldiers were marching through town," she said. "Oh, it was a proud day for us. They were so inspiring, and of course they were meeting their family members here, so it was quite a day."

Mrs. Sullivan said she has trouble remembering all the details of the day, but she well remembers when Company D was being formed and the boys were training to go away to war. "They were stationed in the old hotel - the one just north of Consumer's Market," she said. "They stayed there until they were ready to leave on the train for Fort Sill, Oklahoma."

The 86-year-old lady who has lived in Caney since 1907 said virtually everybody came to Caney for that day.

"They had waited a long time for them," she recalled. "We had a big celebration on Armistice Day, November 11, 1918, when the war ended - but this was several months later that the boys arrived back in Caney."

"For most of them, it was their last day serving in the army. They were finally home and the war was behind them."

Dr. Robert F. Bolinger was the son of H.V. Bolinger and the former Lute Porter, and the grandson of S.M. Porter. He was born in Caney on May 28, 1920, and graduated with the class of 1938 from Caney High School. He was attending Dental School in Kansas City when he entered the military services in the Army Medical Corps. On August 28, 1943 in Caney, he was married to Miss Margaret Ruth Scott who was an Army nurse serving in foreign countries as well as the United States. After Bob returned from the service he completed his dental course. Mr. and Mrs. Bolinger were the parents of one son, Bobby. Mrs. Bolinger passed away in 1951. Later, Mr. Bolinger remarried and he and his wife Shirley and son came to Caney about 1953, and Dr. Bolinger built and opened an office on West Fourth Avenue where he began his local dental practice. They occupied the home of the late H.V. and Lute Bolinger. The family later sold their office and moved to Valley Center, North Dakota, building a new office and home. Robert passed away two years ago of a heart attack.

From The Unfolding of the Scroll 1871-1971. (A centennial History of Caney, Kansas.)

Rev. Wendell Saloch of the local Baptist Church says of her, "In every church there are a few people who stand out for their example of Christian living. Such a person in the Baptist Church is Mrs. Johns. Down through the years she has worked to keep the witness of Christ through the church strong. I know of no greater blessing that can come to a pastor than to have one like her in his congregation."

Mrs. Johns is a daughter of one of Walley Lake's first settlers and can tell many interesting things about the village. She was born in Madison to Samuel and Susie Boyd Porter. Her mother died when she was less than three years of age and she came with her younger sister to live with her grandparents, the Poppers, who lived on Thirteen Mile Road (West Road), on what is now known as the Town View Farm. She believed that it was a privilege to live on her farm and that it would be fine if every child could have that opportunity. When 12 years old she came to Walley Lake Village to live with

The following article is quoted from the *Inter Lake News*, a community newspaper published in Commerce Township during and following the World War II era.

PEOPLE ABOUT TOWN

Our "People About Town" column this week is about Mrs. May Porter Johns of 313 Northport in the city of Walled Lake. Mrs. Johns is 79 years young and "young" is not an exaggeration when applied to Mrs. Johns who engages in many activities.

She is a member of the Walled Lake Civic Club and the Inter Lakes Garden Club, of which she has recently been a vice-president. She is a charter member of the Walled Lake Study Club and the president of that club, Mrs. Don King, says, "She is calm, serene and gentle, and therefore a constant source of inspiration and help to us."

Her church activities have been many. She united with the First Baptist Church of Walled Lake in 1895 and since 1931 has served as the church clerk. Mrs. Johns has served in the Women's Missionary Society of the Wayne Association in various offices - secretary, director, Love Gift Chairman, vice-president and as president. After the death of her husband in 1917 she worked in the First Baptist Church of Detroit as church visitor until she returned to Walled Lake in 1931, and it was there that she met Miss Ardys King and Miss Cecil Davidson who now make their home with her. During that time she had a class of girls and recently 31 of those girls whom she had taught over 40 years ago met in her home here for a party.

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Mrs. Johns is a daughter of one of Walled Lake's first settlers and can tell many interesting things about the village. She was born in Saginaw to Samuel and Susie Hoyt Porter. Her mother died when she was less than three years of age and she came with her younger sister to live with her grandparents, the Porters, who lived on Thirteen Mile Road (West Road) on what is now known as the Tower View Farm. She believes that it was a privilege to live on the farm and that it would be fine if every child could have that opportunity. When 12 years old she came to Walled Lake Village to live with

the Hoyt grandparents where she lived until she married. The Hoyt home stood where the Roach-Avey building now stands. She is the granddaughter of Dr. James Hoyt, a pioneer physician, and a granddaughter of Hiram Barrett, the surveyor who surveyed the plat for the village. It was Hiram Barrett who built the first frame house in Commerce Township on Pontiac Trail, and now owned by the Aril Weborgs.

May Porter received her education in the little one-room Sandford district school west of Walled Lake, in the school now known as Stonecrest, at the Northville High School, and at the teacher's college at Ypsilanti. She taught five years in the Sandford district, and in the room for smaller children in what is now the Masonic Temple. She married Edward Cass Johns in 1904.

One of the highlights of her life was a trip to Europe in 1922 where she attended the Passion Play in Oberammergau. Her favorite scripture is, "I will not offer unto my Lord that which costs me nothing," from the words of David, and when asked her philosophy she said that she used the scripture, "Peace I leave with you, my peace I give unto you, not as the world giveth, give I unto you. Let not your heart be troubled, neither let it be fearful."

Caney Valley Historical Society

Inter Lake News ca. 1955

In Re. your birthday -

Caney, Kansas March 5th 1931 -

Dear Brother John:-

I have been thinking of

writing you a letter for some time -

I think you have a birthday tomorrow,
and Edwards was yesterday -

We three brothers are now all past 80 yrs. of age -

I had quite a long letter from Edward just
before New years & he wrote a good deal of
much news. Since Sarah died, I only hear from
the folks in Mich. occasionally, & then from letters I
get from May in Detroit -

I am wondering how your health is, & if you
are still living in Wifou -

We are all fairly well out here, & have had a
very mild Winter, with very little snow. The weather
is now Spring like & the trees are leaving out -

My health is not good & I am feeling the effects of age -
I do not try to do much of any work & it is difficult for
me to hold a pen, or write much, because my hand is
very unsteady & weak - Ella & our children here are
usually well. Our Lute has two very fine boys, and
they are the only grand children we have -

We are anxious to hear from you & all the members
of your family, and when you get this letter, I wish
you would write, or have one of your girls write, and
let us know how you all are getting along -
My trouble is Rheumatism or Sciatica & at times it is very painful,
and keeps me in the house most of the time. We all send love
& kind regards. Don't fail to write soon
as ever your Brother Sam

LAW OFFICE
S. M. PORTER

In Re. Photo.

Caney, Kansas, Dec. 31, 1926.

Mr. John A. Porter,
Wixom, Michigan.

Dear Brother John:

We are all wondering how you are getting along, and how you have been spending the Holidays this year. It seems like quite a long time since I heard from you direct, and lately we hear more from Michigan, by way of May writing from Detroit, than from any of the rest of you.

Since Sister Sarah died, we do not hear near as much or as often, as we did, and she was in the habit of writing quite often after she and Homer made their visit out here that Winter.

About two months ago, a travelling photographer came along and wanted to take some pictures of myself, and he did so, while it was quite warm weather. A few days ago I sent one of these pictures to Edward in Bay City, and am inclosing one to you in this letter.

The weather here at this time, is exceptionally fine and comfortable, and of course we have had no snow yet, and we usually get what cold weather we have here, in the month of January.

All the children were home Christmas, except May from Detroit, and she was unable to come this year. It always makes a pretty good house full for us, here, when the children get home. We were remembered kindly by your boy, Rollin, in a very appropriate Christmas card.

As soon as convenient after getting this letter, I wish you would write me and let me know all about yourself and family, and also write and let us know how they are getting along in the final stages of settling Sarah and Homer's estate. I suppose everything is about all closed up, and likely Edward is looking after the several matters more directly than you are. Christmas day we were discussing how and when the estate would finally be closed.

We all hope this finds yourself and family well, and all send you and yours, our very best wishes and kindest regards. We ought to write each other more frequently than we do. As ever,

Truly your brother,

Saml

P.S. This photo was taken, where I was sitting on our front porch at home.

Yours,

S

LAW OFFICE
S. M. PORTER
CANEY, KANSAS

Caney, Kansas, Aug. 24, 1925.

In.Re. Chair by express.

Dear Bro. John:

A few days ago the upholstered chair came by express, and I have been looking for several days ~~for~~ a letter from you in reference to the business matters generally, that grow out of a settlement of Homer and Sarah's estate.

I have wondered several times when I have thought about it, whether you got the \$10.00 I sent you in a letter to pay the expense charge of getting the pictures, etc., packed up ready for shipment. Please write me and let me know if you got the \$10.00.

May has written us several times about how matters are going along, but she does not keep very closely in touch with Brother Edward and Mr. Burch. I infer from what we have heard that the man on the place at the old home, is not inclined to vacate it, without making some trouble, or trying to get a considerable amount of money as damages. I suppose his time will be out another year, in any event.

I am wondering how you are all getting along, and if you have gotten all of the articles from the house there, as Sarah left them.

We are all usually well here and going along just about as we have been doing for the last several years. We have generally had a dry summer with rather less than an average amount of rainfall. Crops, however, are fairly good, but the dry weather has shortened the corn crop to quite an extent. Kaffir corn and wheat are only fairly good.

I wish you would write and tell me generally how matters are going along with you and your family. I have been nearly prostrated the greater part of this month of August with the excessive heat, which has been very severe for several days. The weather however, is very irregular, some days and nights it is unusually cool, and then other days it is unusually warm.

All of us join in sending love and kind regards to you and your family, and we trust this will find you all doing as well as usual. Please let me know if you have gotten all the articles away from the house, or all that you expect to get away. As ever,

Truly your brother,

Sam

The Mid-Continent Coal Company, Inc.

J. B. BREWSTER, PRES.
R. E. WADE, TREAS.

OFFICE OF THE SECRETARY

S. M. PORTER, SEC'Y.
MRS. KATE FOLWELL, ASST.

MINES AT VINITA, OKLAHOMA.

In Re Sister Sarah's affairs.

Caney, Kansas, Aug. 13, 192 4.

Mr. John A. Porter, ~~Wixom~~,
Wixom, Mich.

My dear Brother John:

I came home in due time after leaving Walled Lake and Pontiac, and all of my family here were very much interested in learning how I had left things in your locality after Sarah's funeral. We have decided that it will be best to have those pictures of mine at the old home, and which I picked out and put in the Southwest bedroom, packed up and shipped here to me by express. I do not know any better way to dispose of them, and they really are of no interest or value to any other persons than myself, as it seems to me. The man Brown, on the place, said he would pack and wrap up the pictures in such shape that they could be expressed here, and when that is done, a few articles there will be out of the way. I am writing May today about the distribution of the personal articles of Sarah's, and here we all think that your Alma and Ed's Alma and May, had better take charge of all these personal belongings, and distribute them as they think best and proper.

I do not suppose there is any need to hurry the matter of appointing an executor under Sarah's will, and Brother Edward can manage that matter probably better than any of the rest of us. It will likely take considerable time to close up the estate under the two wills, and largely on account of the lease which the man Brown has on the home farm. I believe the personal articles of Sarah's should be removed from the house, and by that I mean such articles as would not be supposed to be listed by an executor. I think best to let the carpet remain as it is on the floor of the parlor until the house and farm are sold. It is not likely that the carpet would sell for anything, and there is no one in mind at present, that wants it.

I found everything here at home going along just about as usual, and we are having an unusually large amount of rain here for this season and locality. It rains every few days and keeps everything growing and looking fresh and green, and crops generally, are going to be better here, than they have been for several years.

We all hope that this finds you fairly well, as well as all the members of your family. We wish that some of you would write us real often and keep us posted on how you are all getting along. After getting this letter you will know what next to do in reference to the several matters pending there at the old home. We are all usually and fairly well here, but when I got home I was considerably exhausted and very much tired out. All the family here want to be remembered to you and yours, and we will hope to hear from some of you soon. As ever,

Your brother,

Sam.
—X—

LAW OFFICE
S. M. PORTER
CANEY, KANSAS

Caney, Kansas, Oct. 31st, 1923.

Dear Brother John:-
Wixom, Mich.

We recieved your letter just one day after we got the telegram from your Alma, announcing Homer's death. In the same mail that your letter came, we received a letter from Edward and his Alma, and also one from May in Detroit, all stating the serious condition in which Homer was at the time the several letters were written.

When I got the telegram stating that Homer had died, we were not expecting any such news at all, because we had not heard that he was in any way different from what he had been for several years past.

We were all greatly grieved at the news that he had gone, We hardly know now how Sarah will get along, but a kind and merciful Providence that has always favored her and the rest of us, will provide in some way, and of course we know that she will be very lonely there at the old home, now that Homer has gone.

Under the circumstances here, it was impossible for any of us to go to the funeral, and probably it is just as well that we all remember him as he was when he and Sarah were visiting us here. We have always been glad that they came here and made us such a good visit, and of course they have told you their experience out here, and what they thought of this part of the country.

As you are doubtless aware, my business is such that I cannot at all times leave it and rely on other parties to do what is necessary to be done. As my business has been for the last twenty years, I have generally felt that my time was not my own, and I had to do whatever seemed to be necessary to be done for other parties with whom I had been associated.

I have had several business matters of importance pending in the State of Okla., and I find it necessary to put in most of my time during this present week away from home attending to other peoples business affairs, and for that reason I knew as soon as I received Alma's telegram, that I could not leave for Michigan for at least two weeks. I did not get the telegram until the day after it was sent, but we got all the letters above mentioned just about one day after I read the telegram.

It must be that Homer was not sick seriously, until just a few days before he died. But of course he had reached an age when it is not strange that he was called away. I suppose the funeral is being held today, and likely only one of his brothers now survives him.

We shall hope to get some more particulars of his last illness from some of you, within the next few days. We are all fairly well here, but I am unusually busy, and we hope this will find yourself and family all in your usual good health. Ella and Lute join me in extending our sympathy to Sarah, and I shall write her more in detail within a few days. I think she owes us a letter at present.

As ever, Very truly,

Your Brother,

Saml.

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E. G. COOK, President
KNOX FINLEY, Vice-President
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KNOX FINLEY

Caney, Kansas, Feb. 13, 1923.

~~Wixom, Mich. Texas~~
In.Re. Your recent letter.

Mr. John A. Porter,
Wixom, Mich.

Dear Brother John:

We received your recent letter giving the particulars of the illness and death of your Ella. We were very much surprised and saddened to hear of this affliction that has come to you personally, more than to any other one person, but of course it affects very seriously all of your children, and relatives.

May had written us from Detroit a few days before your letter came, and Sister Sarah had also written briefly, very soon after Ella died.

We were not prepared to hear of this sad affliction that has come to you, but we must all realize that these conditions come sooner or later, to all of us. I often think when I am considering the history of our family, when and where and how, the circle of our four lives will be broken. I remember the last time we were together, Sister Sarah said that we four Porter children were all looking very hearty, for all of us being over sixty. That was several years ago, when we were all together settling up Father's estate between ourselves.

It was fortunate that all of your children could be present at the funeral, and of course you will all miss your wife and mother very much, but Time is a great healer of distress, and I often think as the years go by, that Time aids very largely in healing and forgetting.

Of course you know that I went through a similar experience to yours, when I was very much younger than you are, and it seemed to me then that no blow could ever come against me that was as severe as that was at the time. However, Time has drawn along, conditions have changed, and I find myself still working and plodding away, very much as I did while I was in Michigan.

In May's letter she said she was very glad that she and I both, had the pleasure of visiting a short time at your home, last Summer, and I fully join with her in that sentiment.

We are all usually well out here, and really have not much to complain of, and I trust that this will find yourself and your children, Alma and Ruth, getting along as well as you can expect under the circumstances. We all extend sympathy and kind regards to all of you, and I hope you will be able to write oftener than you have done in the past, and I feel that I am also to blame for not writing you more frequently than I have done.

Very truly your brother,

Sam

LAW OFFICE OF
S. M. PORTER
CANEY, KANSAS

In. Re. _____

Caney, Kansas, September 4, 1918.

Mr. John A. Porter,
Wixom, Michigan

Dear Brother John and Family,

When I was home in June, was sorry that I was unable to see you on account of your being away in the northern part of Michigan visiting your daughter. My home -coming in June was a very sad affair all around on account of the death and funeral of Grace. We spent a few very pleasant hours at your home, and then it was necessary for me to get on with my journey east.

When I returned home in July, I spent one day visiting with Ada Pitcher and her two sisters Anna and Emma at Ypsilanti. I had not seen any of them for more than twenty-five years, and I was really glad to make them a visit where the former Pitcher girls all live now, but their brother Enos is living at Vassar.

Several years ago, and about a year before she died, I obtained from our Aunt Marilla Morse, considerable data relating to the family history of our Grandfather and Grandmother Porter. The Pitcher girls were all very anxious to have a copy of this short family history. Since I returned home, I have arranged the data given me by Aunt Marilla, and have sent a copy to Ada for herself and her two sisters and brother Enos.

I decided to make several copies of this family history, and am enclosing herewith one for yourself and family, and am sending one to Edward and one to Sarah.

I have always regretted that we did not obtain from Father, before he died, some more definite information in reference to the various members of his father's family. We can see from this history that our Grandfather was active in the early days of the Revolutionary War, and we are removed from Revolutionary times by only three generations. I have not written out anything more than to name the members of our Father Porter's family, his brothers and sisters, and his half-brothers and half-sisters, but the statement contained in this short outline of family history, will enable us to preserve a record, and this will likely be of interest to all the members of your family, as well as to the rest of us.

There is one other matter which I talked with Sarah about, when we were at the Wixom Cemetery, and that is the foundation under the monument at the head of father's and mother's graves, has settled out of line considerably, and I told Sarah that I wished she would talk with you when you came home, and have some suitable man fix this foundation, and have it made substantial so it will not settle out of line any more. I will gladly pay all the expense of having that fixed up, if it can only be attended to in the near future.

Then the graves of Grandfather and Grandmother Morse at Walled Lake, are considerably neglected, and I think one of the tombstones is broken off near the base, and I am sure we would all like to

have this tombstone repaired and put in proper condition so the graves will not appear to be neglected or uncared for. I am writing to Sarah very much on the same lines that I am writing to you today.

My information also is, that the graves of our Grandfather and Grandmother Porter at Thornville, Mich, are not kept up in a good state of repair. I told the Pitcher girls, I wish they would confer with Enos, and have the situation at Thornville Cemetery examined into, and the graves and tombstones put in a tidy and substantial shape. I am so far away that it is difficult for me to look after these matters personally, and I will gladly pay the expenses to have them fixed up, if you and Sarah will attend to having the necessary work done.

We have had here in Kansas a very severe, hot, & dry summer, but the rains have come now, however, and everything is quite different. Kansas had probably its best wheat crop this year, although not the largest one, in its history. The corn crop will be nearly a failure, but oats did fairly well, hay will be very short, and Kaffir corn just about an average crop. In June and July the weather conditions seemed to be dry there in Michigan.

Our boy George is in the United States Army in France now, as a Surgeon, and has a commission as First Lieutenant in the Army. We are all hoping that this horrible war will soon terminate, but it is not likely that we can see the end any earlier than some time next year. The war is now where it effects every home and person in the country, either directly or indirectly.

We all want to be remembered kindly to yourself and family, and hope some of you will write us in the near future, and we certainly should communicate with each other oftener than we do. Margaret is now the only one of our children at home, and we would be very lonely without her. She and her mother want to be remembered to all of your family, and she often speaks of the pleasant days she spent visiting with you at different times when she has been in Michigan.

Try and write me a line as soon as convenient.

Very truly your brother,

S. M. Foster

The Atchison, Topeka &  The Railway Company.



STRAIGHT BILL OF LADING—ORIGINAL—NOT

Shipper's No.

Agent's No.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

at Cmery Kansas July 12 1916
from J.M. Porter
as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

The Rate of Freight from

is in cents per 100 Lbs.

[illegible]

(Mail Address)—Not for purposes of Delivery

Consigned to

Destination

State of Michigan County of _____

Route

Car Initial

Car No.

NO. PACKAGES	DESCRIPTION OF ARTICLES AND SPECIAL MARKS	WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN	PAID
1	boy clothing value \$7.00	75			<p>If charges are to be paid, write or stamp here "To be Prepaid."</p> <p><i>Prepaid</i></p> <p>Received \$ <i>1.30</i></p> <p>to apply in payment of the charges on the property described hereon.</p> <p><i>SW</i></p> <p>Agent or Cashier.</p> <p>Per _____</p> <p>(The signature hereby acknowledged only the amount prepaid.)</p> <p>Charges Advanced:</p> <p>\$ _____</p>

If charges are to be prepaid, write or stamp here
"To be Prepaid."

Prepaid

Received \$ 130
to apply in payment of
the charges on the prop-
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(The signature hereby acknowledges only the amount prepaid.)

Charges Advanced:

§ _____

Shipper.

Agent.

Per

Per

(THIS BILL OF LADING IS TO BE SIGNED BY THE SHIPPER AND AGENT OF THE CARRIER ISSUING SAME.)

CONDITIONS.

SECTION 1. The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto except as hereinafter provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, quarantine, the authority of law, or the act or default of the shipper or owner, or for differences in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights. For loss, damage or delay caused by fire occurring after forty-eight hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at port of export (if intended for export) has been duly sent or given, the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon request of the shipper, owner, or party entitled to make such request; or resulting from a defect or vice in the property or from riots or strikes. When in accordance with general custom, on account of the nature of the property, or when at the request of the shipper the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire, in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.

SEC. 2. In issuing this bill of lading this company agrees to transport only over its own line, and except as otherwise provided by law, acts only as agent with respect to the portion of the route beyond its own line.

No carrier shall be liable for loss, damage, or injury not occurring on its own road or its portion of the through route nor after said property has been delivered to the next carrier, except as such liability is or may be imposed by law, but nothing contained in this bill of lading shall be deemed to exempt the initial carrier from any such liability so imposed.

SEC. 3. No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch, unless by specific agreement indorsed hereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property at the place and time of shipment under this bill of lading, including the freight charges, if paid. Except in case where the loss, damage or injury complained of is due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, claims must be made in writing to the carrier at the point of delivery, or at the point of origin, within four months after delivery of the property, or in case of failure to make delivery, then within four months after a reasonable time for delivery has elapsed. Suits for recovery of claims for loss, damage or delay shall be instituted only within two years after delivery of the property, or in case of failure to make delivery, then within two years after a reasonable time for delivery has elapsed.

Any carrier or party liable on account of loss or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance.

SEC. 4. All property shall be subject to necessary cooperage and baling at owner's cost. Each carrier over whose route cotton is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable de-

lays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public, or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

SEC. 5. Property not removed by the party entitled to receive it within forty-eight hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given, may be kept in car, depot, or place of delivery of the carrier, or warehouse, subject to a reasonable charge for storage and to carrier's responsibility as warehouseman only, or may be, at the option of the carrier, removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the owner's risk and without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

The carrier may make a reasonable charge for the detention of any vessel or car, or for the use of tracks after the car has been held forty-eight hours (exclusive of legal holidays), for loading or unloading, and may add such charge to all other charges hereunder and hold such property subject to a lien therefor. Nothing in this section shall be construed as lessening the time allowed by law or as setting aside any local rule affecting car service or storage.

Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed agent, shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and when received from or delivered on private or other sidings, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from trains.

SEC. 6. No carrier will carry or be liable in any way for any document, specie, or for any articles of extraordinary value not specifically rated in the published classification or tariffs, unless a special agreement to do so and a stipulated value of the articles are endorsed hereon.

SEC. 7. Every party, whether principal or agent, shipping explosive or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

SEC. 8. The owner or consignee shall pay the freight and all other lawful charges accruing on said property, and, if required, shall pay the same before delivery. If upon inspection, it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

SEC. 9. Except in case of diversion from rail to water route, which is provided for in Section 3 hereof, if all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statutes or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery, or appurtenances; or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at intermediate ports, to tow and be towed, and assist vessels in distress, and to deviate for the purpose of saving life or property.

The term "water carriage" in this section shall not be construed as including lighterage across rivers or in lake or other harbors, and the liability for such lighterage shall be governed by the other sections of this instrument.

SEC. 10. Any alteration, addition or erasure in this bill of lading which shall be made without an endorsement thereof thereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

The Kansas & Oklahoma Southern Railway Co.

S. M. PORTER, PRESIDENT

INCORPORATED UNDER THE LAWS OF OKLAHOMA

OFFICE OF THE PRESIDENT
CANEY, KANSAS

B. J. DALTON, CHIEF ENGINEER
LAWRENCE, KANSAS
H. V. BOLINGER, SECRETARY
CANEY, KANSAS

In. Re. _____

Caney, Kansas, July 13, 1916.

Mr. J. A. Porter, *family*
Wixom, Mich.

Dear Brother ~~Edward~~, *John*.

I am herewith enclosing the original bill of lading for a box of clothing, which I sent out yesterday to you by freight, and doubtless you will receive it in a week or ten days. I hope that you and Rollin can get some benefit out of the garments which I have sent. It has been my purpose for several weeks past to get this box shipped, but I have been unusually busy and have delayed from week to week in getting it ready and sent. However, I think you will not use the garments much before next fall.

For several weeks Ella and Grace and Lute have been getting ready to go to Michigan for a brief visit, at least, and they will likely get to Detroit about the time this letter gets to Wixom. I have a number of important matters on hand which makes it impossible for me to leave home at this time, but I may get out there before the folks leave on their return from their visit. I hope they will all get to see yourself and family, and also Edward and his family at Bay City. Margaret is going to stay here and look after the house while they are away.

We are beginning to have very warm weather here, and it is now getting quite dry, and I suppose they will find it quite different up there in Michigan from what it is here. They will likely arrive in Detroit tomorrow, and will stay there a few days visiting with May and Cass.

J.A.P. - 2 -

I hope this letter will find yourself and family all well, and after you get the box of goods please write me at your early convenience, stating in what condition they reach you.

I am hoping that some time during the summer or fall I can get up there for at least a few days visit with yourself and family, and all the other relatives. Please remember ^{us} ~~me~~ to all of them and I will hope to hear from you in answer to this letter some time in the near future.

Very truly your Brother,

Saul

THE CHERRYVALE, OKLAHOMA & TEXAS RAILWAY CO.

M. PORTER, PRESIDENT

INCORPORATED UNDER THE LAWS OF OKLAHOMA

OFFICE OF THE PRESIDENT
CANEY, KANSAS

REUBEN GUBBAY, TREAS. & 1ST VICE-PRES
16 PLACE, VENDOME, PARIS, FRANCE

B. J. DALTON, CHIEF ENGINEER
LAWRENCE, KANSAS

In. Re. _____

Caney, Kansas, September 28, 1910

Mr. John A. Porter,
Wixom, Michigan.

Dear Brother John and Family:

I am writing you a letter, partly to acknowledge receipt of yours written some months ago, and I often think that we ought to write very much oftener than we do.

I am enclosing herewith notice of the death and funeral of our youngest boy, Paul, of which you have heard from Grace and Margaret, long before this.

We think Paul was injured when he was a mere child, but do not know exactly in what way or just when, but he never was sick a day in his life, in the usual term that we regard sickness. His trouble was what the Doctors called "muscular atrophy" or a wasting of the muscular forces, which kept growing slowly and almost imperceptibly from year to year, and he kept growing more and more helpless as he grew older, and finally became so weak that he could not withstand any disease, and his vitality was greatly reduced, and right in the midst of summer he was taken with pneumonia, and only lived about three days after this last attack.

His death completely prostrated Lute and Ella at the time, and it seems impossible for Ella to get over his loss, but I think she is getting some stronger now, and I am planning to take her with me to Europe, leaving probably next week. She has never been with me on any of my trips, on account of Paul's condition, and we have been

J.A.P. - 2 -

planning from year to year to make a visit to all of the relatives, including yourselves, in Michigan. We are now decided that we will go and see you for a few weeks next summer. Lute and her husband will stay and take care of the house while we are gone.

I wish you would write us as often as you can, as we ought to keep up a closer correspondence than we have been doing for the last several years.

Ella and all the others join me in sending kind regards to you all.

Very truly your brother,

S. and

Wm S. M. PORTER, Esq.

Attorney and Counselor at Law.

LEGAL BUSINESS PROMPTLY ATTENDED TO.

Caney, Kans., April 22nd 1890.

Dear Brother & Family:

We recd. your letter some time ago and I must now take time to answer it. I hope we will hear from each other often in the future than in the past.

Last Saturday the 19th we had another girl arrive at our house all right. George & Maggie are wonderfully tickled over it, & we think it is a real nice baby. Ella is real smart, & is up around the house to-day. I am glad she will work. She has a good girl to do the housework, but she is too ambitious I fear, although she is very strong & healthy.

The Spring seems quite backward here. The apple trees are now in full bloom, & the grass is good for all kinds of stock. A good deal of corn is up, & some is big enough to cultivate. Wheat looks very fine here & there was a good deal sown last Fall.

My sheep are having lambs now & it keeps me very busy to tend to them. I hope this will find you all well. We are looking for May & Grace out here in about three weeks. I shall be so glad to see them. How I wish you could come out here & make us a visit & see the country.

W. M. PORTER

Attorney and Counselor at Law

LEGAL BUSINESS PROMPTLY ATTENDED TO

SPECIAL ATTENTION GIVEN TO

BUSINESS IN THE INDIAN

TERRITORY

OFFICES IN ST. LOUIS AND IN THE

INDIAN COUNTRY

I think it would do you all good. I hope you will try
and arrange to come before long -
Write to us soon & tell how you are all doing.
Ella joins me in sending love & kindest regards to you all.
As ever yours

S. M. Porter.

Miss Grace Porter

Wichita

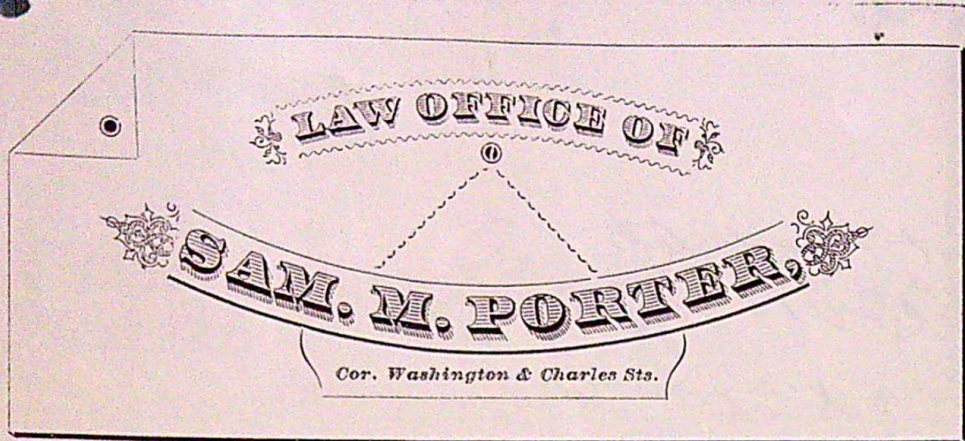
Wichita

Chas. H. H.

Miss Grace Porter

Wichita

Wichita



South Saginaw, Mich. *Nov.* 7th 1877-

Dear Bro.

Yours of a late date containing abstract
came duly to hand. I have looked over
the abstract & the chain of title
seems to be complete. I notice that
the discharge of the mortgage by Blanchard
& Bell to Mr. Peck is noted as
in the abstract as being irregular
but I presume the irregularity is
nothing which will interfere with
the validity of the title. The
tax title which appears to be held
by one T. M. Stevens one or one 80.
Should be cleared up if possible.
You can likely find out who
this Stevens is & where he lives
and ascertain what the amount

of his claim is & what he will take
for a quit-claim deed. If he offers
to sell his tax claim for a reasonable
sum, I would buy it if I were you
but would not pay him any great
sum for it, for he has no rights
under it - which he can enforce
against the land, but his tax deed
would be a slight cloud on ^{the title to} that
so. I would have to be cleared of in
case you wanted to ~~sell~~ sell the
land. I do not think that you can
now require Alice to bear any portion
of the expense in clearing it up. I should
not give my self much concern about it - in
any way, for I think your title is now
all right - & a good stop - But if you can clear
of that tax title I would do it. We are all well
& glad to hear that you are comfortably settled
in your new home. You have likely recd.
my last letter before now. Tell Ella
that - we have as yet been unable to find
a name good enough for the baby. We would
like to have her propose a few & send them on for
consideration. Write often. Love
sends love & regards to you both. Your husband.

Caney. Kans. - Jan 12th / 1888.
Dear Bro. John.

It has been a
good while since we heard
from you, and I guess I
am owing you a letter.
You wrote me along in
the Fall I think, and I
thought when I got the letter
I would answer it - right-
away, but I have kept
putting it off & off, and
to-day I made up my mind
I would not delay any longer.
We are all well. The
Winter here has been pretty
severe for this climate. For
about a month past, and
for about a week we have had

quite good sleighing, which
is an unusual thing for
this country. But the snow
is thawing off very fast to-day
and the weather seems like Spring.
My sheep have been doing first-
rate this Winter. Have not lost
scarcely any, and I raised a
good crop of lambs about 600.
They are wintering well. Corn
in this country ~~is~~ was only about
12 a crop, and it is worth
about 35-cts. a bushel. I shipped
my wool to Boston this year,
and I find that I would
have been about \$500⁰⁰ better
off, if I had sold at home.
The wool market has been very
bad here since shearing time.
My wool did not net me over
a shilling a lb. all around,
which is lower than I have

ever sold before. It looks
pretty discouraging. to sell
wool at that price.

I have been trying to get
my business in shape so I could
go home this Fall or Winter
but it seems as if, when I
am away, if only for a day
or two, something is sure to go
wrong. It keeps me very busy
all the time feeding the sheep
& caring for them. How is
the winter with you. How
is your stock doing?

I think you wrote me last
Fall that some of you had
been talking of selling the Forest.
I have written Ed. & mother that
I think best to sell my Aguirre
property & pay as for as it will on
my indebtedness at home. I don't
want mother & Sara to be annoyed

with my debts here. The way I am
fixed here, I don't see but what
I had better stay with my sheep
investment - for there is no sale
for stock sheep in this country now.
& if I should sell them at a ruinous
low figure. I would not have any
money to do anything with, and
as it is I think I had better

lay on to the sheep, & keep increasing
them. It takes close figuring to
make sheep pay their way and
a man's living in this Country
to-day at the prices wool is.

I wish you would write me what
you think had better be done with
the matters at home. I cannot tell now
what time I can get home, but I
am going as soon as I can get
business arranged in shape to go.

I suppose your children are all well
and growing up fast. We would like to see
you all very much. Our boy is getting to
be a trouble. & so full of mischief that we
can scarcely manage him. He is almost two yrs.
old. We trust this will find you all well. Ellen
joins me in sending love to you all. Write
soon & tell us all the news. Tell your girls
to write.

Your Bro. Samuel.

Caney, Kans. Jan. 27th /84.

Dear Bro. & Sister:

I should have answered your letters before this but when I recd. them was so busy that it was several days before I could get to the R.R. Station to see about corn & after considerable inquiring, I am satisfied that nothing can be done here that will get you corn any cheaper than you can buy it there. You see in the first place the R.R. Co's have not cars enough to supply the demand of & the Chicago corn buyers have control of all available cars. Then corn sells readily at the R.R. Stations about here for

35 cts. per bush. ~~and~~ of 70 lbs. on the cob. Then it costs 2 cts. per bush. to get it shelled, & 5 cts. per bush. commission to a man for buying. This would make it cost 42 cts. about the cars here. The corn buyers here tell me that there is so much competition & that R.R. freight is so high that corn can not be sent from here to Mich. or Ohio only on very small margins of profit to the buyers.

The reason we can buy corn here for 25 cts. is because we are about 20 miles from the R.R. & the farmers prefer to sell their corn at 25 cts. at home, rather than haul it 20 miles for 35 cts. you will see by this that a person can feed stock more profitably at a ^{road} distance from the R.R.

than to be close at hand.

I suppose you have a very short
crop of corn in Mich^x & that
it is very high. I am feeding
about 100 bush. of corn a day
now to the cattle, pigs & sheep.
It keeps me very busy to look after
the stock. We shall likely sell
out our feeding stock about
March 1st or soon after.

I was married to a young lady here named Ella Smith the day before Christmas.

The climate is much more
suitable for me here than in
Ohio & I shall gladly stay here
& make it my home. Keeping
house has become a matter of
necessity for me as I have
to have so much help in looking
after the stock.

we have had some very cold

15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

weather here this winter for
this country. but over the
whole it has been a good
winter for stock feeding.

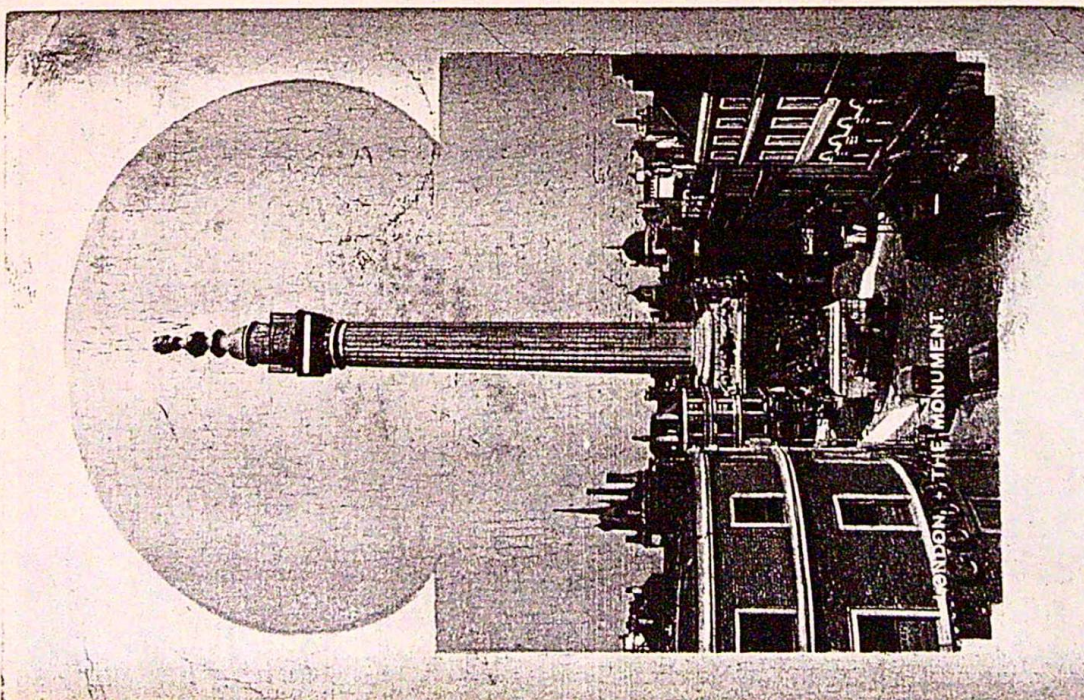
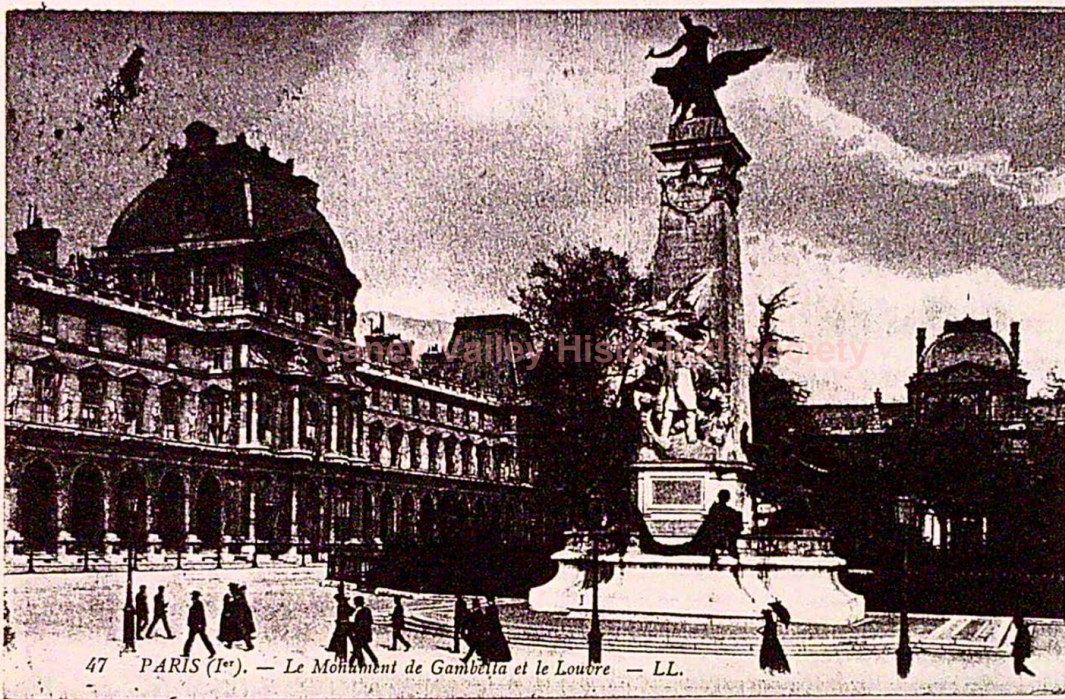
My heart is real fast
 & I trust - this will find
 you & Ellen as well.

I fear from mother often
• she writes that the children
are not well.

I trust you will write
to me often + let me
know how you are doing -

My wife joins me in sending
love & kindest- regards to you
both as well as to your children
As ever.

Jim Br
Fam.



CARTE POSTALE

Tous les pays étrangers n'acceptent pas la correspondance postale.
(Se renseigner à la poste.)



Paris, France, May 15/17

Correspondance

Paris is undoubtedly
the most beautiful of
all the larger cities
of the world.
I am here on business
and hope to get through
in a few days.

Yours 13/17
A. Mc
13/17

Mr. + Mrs. John A. Porter
Freewick
Mich.
U. S. A.

CARTE POSTALE



Correspondance

Paris France 24-1910
This is Thanksgiving
day so not many are
hung about. That day
we had a surprise party
and eating - looking them.
I hope we see you soon
in honor some day.
May 24/1910

Address 24-11
Mrs. John Porter
Mich.
U. S. A.

POST CARD

The address only to be written here



I came over here in
great haste on some
business relating to war
contracts for horses and
gasoline for the French
Army. This war is frightful
as it is going on now.
We don't break here in
a few days. Hope you are all well.
As ever your 13/17.
London May 6/1918. A. Mc

Mr. John A. Porter
Wifone Mich.
Oakland Co. } U. S. A.

COMMENTS ON THE BIOGRAPHY OF SAMUEL MORSE PORTER AS FOUND
IN KANSAS AND KANSANS

Yellow hilites are shown alphabetically.

- A. Samuel Morse Porter's father was Moses Greene Porter.
(Note spelling.) The elder Moses Porter who served on the staff of General George Washington served more closely under General Nathaniel Greene, a man he so respected that he used that spelling for his son's middle name.
- B. Moses Porter of the American Revolution migrated to Lapeer County, Michigan where he was registered in the U.S. Census in Metamora Township. It was there that he died and was buried in the cemetery at Thornville. A large monument marks the family burial plot.
- C. Even before the advent of Rural Free Delivery of U.S. Mail a farmer might choose to drive to the nearest Post Office. Moses Greene Porter's farm was in Novi Township of Oakland County, Mich., not in Novi Village, nor in Walled Lake Village, nor Wixom Village. His chosen Post Office was at Wixom as was his son John's.
(Note spelling of Wixom with the letter m.)
- D. True, Susie Hoyt Porter died leaving two children. The eldest, May, had a twin sister who died at birth. Grace was married at Walled Lake to Jay Wellington Dodge of Oakland County, Mich.
- E. The headstone in the cemetery at Caney, Kansas shows Mrs. Porter's name as Ella Althea Smith Porter.

Additional note:

A small marker in a country cemetery east of Caney, Kansas shows that Samuel and Ella Porter had an infant daughter who apparently died at birth.

noble grand, and is past chief patriarch and member of the board of trustees of Gate City Encampment No. 80. For many years he has been affiliated with Coffeyville Lodge No. 279, Ancient Order of United Workmen of which he is past master workman.

On February 16, 1887, at Coffeyville Mr. Long married Miss Alice C. Irvin, who was born in Hancock County, Illinois, in 1858 and died at Coffeyville May 19, 1915. Her parents were Samuel and Margaret Irvin, both now deceased. Her father was an early settler at Coffeyville and a wagon maker by trade. Mr. Long has one child, Glenna M., who was born at Coffeyville December 7, 1892, is a graduate of the eighth grade of the Coffeyville public schools, now lives with her father, and has been connected with "The Earth" printing office.

Mr. Long has an interesting ancestry. In the paternal line his people were of Scotch origin, and located in Pennsylvania during colonial times. His grandfather, Robert Long, was born in York County, Pennsylvania, July 1, 1779, and died in Delaware County, Indiana, March 6, 1852, at the age of seventy-two years, eight months, five days. He was reared in York County, then moved to Bourbon County, Kentucky, later to Ohio, and was married in Butler County of the latter state January 10, 1805, to Jane Cartmil. She was born in Augusta County, Virginia, April 19, 1780, and died in Delaware County, Indiana, June 13, 1852, aged seventy-two years one month twelve days. She was killed in a runaway accident. Soon after their marriage Robert Long and wife moved to Delaware County, Indiana. That was before the county was organized, and while Indiana was still a territory. In fact the Indians were the chief inhabitants of that district, and the original Long home was one of the few outposts along the frontier and a number of years passed before settlers had become so numerous as to constitute a complete defense and protection against the red men. Robert Long was a sterling pioneer character, and in the early days of Eastern Indiana he made his home a station on the underground railroad and aided many a slave who escaped from the South to Canada. He was a whig, and was a member of the Christian Church. He and his wife were the parents of the following children: Joel, who was a farmer and died in Delaware County, Indiana; Simeon and Austin, both of whom were Delaware County farmers; John C., mentioned below; Lucinda, who died in Delaware County, the wife of Amos Wilson, a minister of the Christian Church, now deceased; Charlotte, who died in Delaware County, the wife of Mr. McLaughlin, a farmer also deceased; Mrs. Brandt, who died in Delaware County, where her husband was a merchant.

John C. Long, father of the Coffeyville citizen, was born in Clinton County, Ohio, May 9, 1820, and was a child when his parents moved to Delaware County, Indiana. He lived in Delaware County the greater part of his life, and died there August 16, 1892. He was a practical farmer, and in the early days went into the green woods along the Mississinewa River and cleared up a homestead of 160 acres. There he spent the rest of his days, and enjoyed a gratifying prosperity. When he began voting it was to favor the whig party, and he later became a republican. He was also a deacon in the Christian Church.

Ruth Caroline Cox who became the wife of John C. Long, represented a colonial family early established in Tennessee. Her father, Isaac Cox, was

born in Tennessee in 1796, and died in Delaware County, Indiana, in 1876. He was reared and married in Tennessee, moved from that state to Ohio, and later to Delaware County, Indiana, during the early '50s. He entered a tract of land in Delaware County through the Fort Wayne land office. He was a whig and member of the Presbyterian Church, and had served as a soldier in the War of 1812. Isaac Cox married Mary Helm, a native of Tennessee, who died in Delaware County, Indiana. Their children were: Sarah Ann, who married Mr. Lansing, and both are now deceased, their home having been on a farm in Delaware County and later in Porter County, Indiana; Jane married William Adsit, both now deceased, and they were farmers in Delaware County and later in Iroquois County, Illinois; Eliza married Doctor Helm, a prominent early physician and surgeon at Muncie, Indiana; Joanna married Isaac Sleeth, a Delaware County farmer, and both are now deceased; the fifth in age was Mrs. John C. Long; William was a farmer and stockman and died in Delaware County, Indiana.

Mrs. John C. Long was born in Washington County, Tennessee, January 13, 1827, and died in Delaware County, Indiana, in 1895. She was the mother of the following children: William A., a farmer and stockman at Dewey, Oklahoma; Calvin L.; Robert S., a farmer and stockman in Delaware County, Indiana; Jennie, deceased wife of Leonard Roderick, a farmer in Delaware County.

SAMUEL MORSE PORTER. The career of Samuel Morse Porter is largely identified with the history of Caney, and no record of either man or community would be complete without full mention of both. A resident of this locality since 1881, and of the city itself since 1896, he has seen the little town grow and develop to substantial proportions, and may take a proprietor's pride in this advancement, for it has been a part of his life work. With his own hands he has aided in the building up of what promises to be an important center of commercial and industrial activity; his faith in it has been strong from the first. Mr. Porter is one of the best known business men of Caney, where he has large moneyed interests. At the age of sixty-seven years he is stronger in mind than most men of fifty, and intensely acute and active in all the cares of business life. The success which he has achieved as lawyer, legislator, railroad builder and financier should be a spur to the ambition of every boy in the country.

Mr. Porter was born at Metamora, Lapeer County, Michigan, December 14, 1849, and is a son of Moses Green and Maria M. (Morse) Porter. His paternal grandfather was Moses Porter, a native of near Bristol, England, whence he emigrated to America prior to the Revolutionary war, settling in Ontario County, New York. He participated in the winning of American independence, serving seven years in the patriot army, during six years of which time he was on the staff of Gen. George Washington, and when the struggle was closed returned to his Ontario County farm and lived in peace until his death.

Moses Green Porter was born in 1819 on his father's farm in Ontario County, New York, was there reared and educated, and as a young man removed to Metamora, Michigan, where he was married. Shortly after the birth of his son, Samuel M., he went to Oakland County, Michigan, where he settled as a pioneer on a new farm, and after clearing it from the timber engaged in agricultural pursuits. He met his death in a runaway accident at Walled Lake, in

1884. Mr. Porter was one of the strong men of his day and locality. First a whig and later a republican, he took an active part in political affairs, and at various times held local offices, among them those of supervisor and justice of the peace. He was a devout member of the Baptist Church, of which he was a deacon for many years, and belonged to the Union League and to several clubs which had their inception in the feeling that arose on issues identified with the Civil war. Mr. Porter married Maria M. Morse, who was born in 1818, in Cortland County, New York, and who died at Walled Lake, Michigan, in 1896. Their children were as follows: John Albert, who is engaged in farming at Wixom, Oakland County, Michigan; Samuel Morse, of this review; Edward W., who is a prominent practicing attorney of Bay City, Michigan; and Sarah, who is the wife of Homer Chapman and resides on the old home farm in Oakland County, Michigan.

Samuel Morse Porter attended the district school in the vicinity of his home in Oakland County, Michigan, and, after graduation from the Northville Union High School, enrolled as a student at Hillsdale College, where he pursued an academic course for two years. In the meantime, to add to his income, he had spent three winters in teaching in the country schools. He was graduated from the law school of the University of Michigan, Ann Arbor, in the class of 1874, receiving the degree of Bachelor of Laws, under the late President James B. Angell, who died in 1916. At the time of his graduation, Mr. Porter commenced practicing law at Saginaw, Michigan, and continued to be so engaged there until 1881, when, recognizing the possibilities and opportunities of the West, he made his way to four miles east of Caney, then in Indian Territory, and settled on a new farm. This he developed into a handsome and valuable property, and in the meantime he practiced his profession in his community, handling many cases of importance among the early white settlers here. In 1896 Mr. Porter came to Caney to establish his permanent residence, and here his name has since been identified with many of the most important enterprises which the city has known.

Mr. Porter is associated in business with a number of large corporations, being counsel for a number of gas, oil and glass and brick industries. He maintains well-appointed offices in the Porter Building, which he erected, owns a fine modern brick residence on Fourth Avenue, has three business blocks and a number of city lots on that thoroughfare, and is the owner of a farm of 182 acres $2\frac{1}{2}$ miles east of Caney, another property of 142 acres $1\frac{1}{2}$ miles further east, and eighty acres of good land seven miles northeast of Caney.

As a promoter and builder of railroads Mr. Porter has done much for Caney and the surrounding country. He is president of the Kansas & Oklahoma Southern Railway Company, now in course of construction, which will open up new country in Oklahoma to the south and southwest of Caney; and, assisted by Jacob H. Bartles, for whom Bartlesville, Oklahoma, was named, built the Bartlesville branch of the Santa Fe Railroad, running from Havana to Tulsa. He was also president of the Caney Glass Company, vice president of the Caney Gas Company and of the Caney Gas, Oil and Mining Company, and was formerly president of the Caney Brick Company.

A republican in politics, Mr. Porter's first official position was that of city attorney of Caney. In 1908 he was elected a member of the Kansas State Senate,

and in that body demonstrated the possession of great legislative ability. He was chairman of the oil and gas committee and a member of the judiciary and other important committees, and at all times was very active in behalf of the interests of his constituents. He introduced state refinery legislation and other important bills, but the work which showed to the fullest extent his abilities was that connected with railroad legislation, this including the two-cent fare bill and the general supervision of railroads. This latter, which was the real start of the public utilities control of railroads, has been called the best bill the State of Kansas ever had passed, and as one of the framers of the law Mr. Porter is entitled to the gratitude of the public.

Mr. Porter is a member of the Presbyterian Church and has been generous in his support of its movements. In the line of his profession he belongs to the Montgomery County Bar Association, the Kansas State Bar Association and the American Bar Association. He is a leading Odd Fellow and Pythian Knight, and stands high in Masonry, being a member of Caney Lodge No. 324, Ancient Free and Accepted Masons; Caney Chapter No. 90, Royal Arch Masons, both of Caney, and St. Bernard's Commandery No. 10, Knights Templar, at Independence.

In 1874, at Walled Lake, Michigan, Mr. Porter was united in marriage with Miss Susie Hoyt, a daughter of the late Dr. J. M. Hoyt, a physician of that place, now deceased. Mrs. Porter died at Walled Lake in 1878, leaving two children: May, who married E. C. Johns, of Detroit, Michigan, a farmer who is also connected with the United States postal service; and Grace, who married J. W. Dodge, owner of the Dodge Electrical Company, of Tulsa, Oklahoma. In 1884, at Caney, Kansas, Mr. Porter married Miss Elthea Smith, daughter of the late David H. Smith, who at the time of his death was a retired farmer of Caney. Mrs. Porter is the executrix of her father's estate and is the owner of a business block and several residence properties at Caney. Mr. and Mrs. Porter have had the following children: George F., a graduate of Missouri University Medical College, and now a practicing physician and surgeon of Caney; Margaret, a graduate of Caney High School, and formerly the wife of J. T. Jaynes; Lucinda, who is the wife of H. V. Bolinger, assistant cashier of the Home National Bank of Caney.

JOSEPH HENRY HOOPINGARNER has for twenty-five years been identified with the Methodist Conference in Kansas, though he has not spent all of that time in the active ministry. He is a large property owner and is now pastor of the leading church at Baxter Springs.

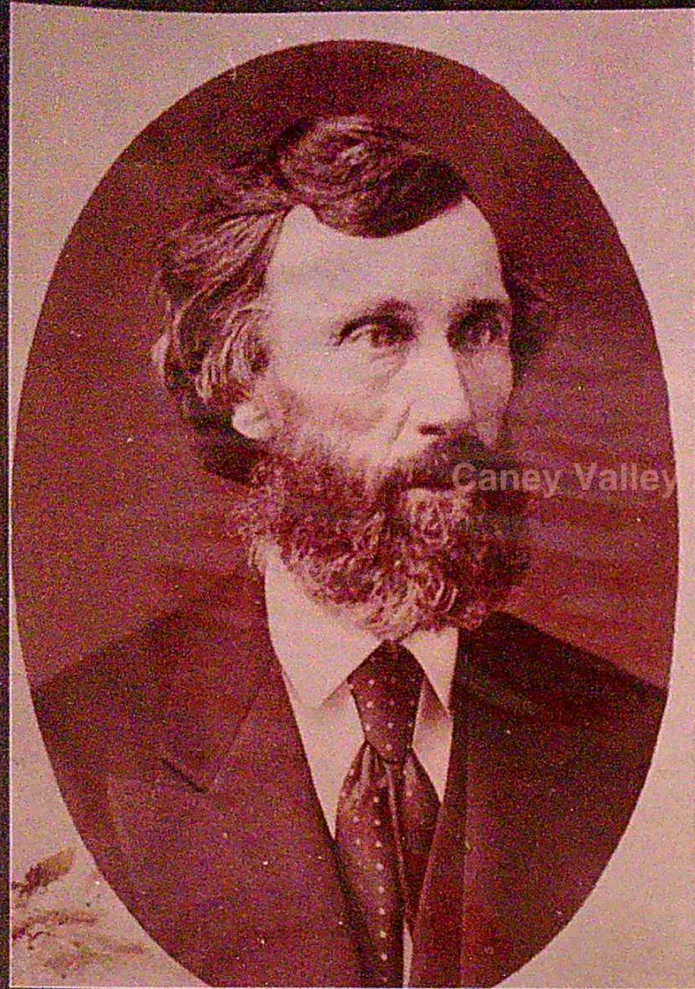
He comes of a very interesting family of pioneers in Southeastern Kansas. Rev. Mr. Hoopingarner himself was born in Crawford County, Kansas, April 3, 1871, only a few years after the real settlement of that region began. His ancestry goes back to Wuertemberg, Germany, where his great-grandfather Coonrad Hoopingarner was born. Coonrad and a brother came to America, and while the brother settled in Ohio, Coonrad located in Indiana, near Terre Haute. John Hoopingarner, grandfather of Rev. Mr. Hoopingarner, was born in Indiana, spent his life as a farmer in that state, and died near Terre Haute.

James Patterson Hoopingarner was the pioneer in Southeastern Kansas. He was born near Terre Haute, Indiana, August 31, 1826, was reared and married in Illinois, and for a number of years was

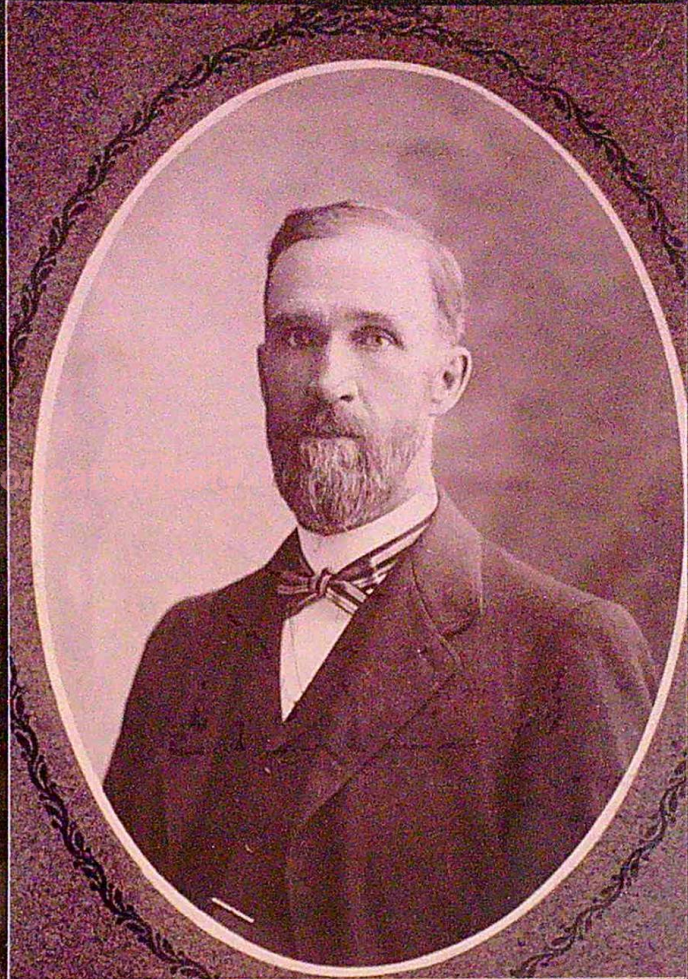


Moses Greene Porter home
Novi Twp., Oakland Co., Mich.
Samuel Porter's boyhood home.
The house remains in 1996,
but has been stripped of its

Italianate features including
the belvedere tower.



Caney Valley Historical Society



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Samuel Morse Porter

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Moses Greene Porter
Samuel's father of
Novi Twp., Oakland Co.,
Michigan



Canby Valley Historical Society

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Seated: Ella with Paul
Samuel with Margaret and
George
Standing: Lute, Grace, May



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Caney Valley Historical Society

Ella and Samuel M. Porter
L-R May (Porter) Johns
Margaret (Porter) Wark
Dr. George Porter
Lute (Porter) Bolinger



Caney Valley Historical Society



21-N N H 1110 020223

Samuel M. Porter
Ella Althea (Smith)
Porter

1033060 0111 1111 12

Grace Porter

Caney Valley Historical Society

1163070 0111 1111 22

1163070 0111 1111 22

Margaret Porter
Lute Porter

Susie Hoyt Porter
Samuel's first wife
of Walled Lake &
Commerce Twp., Oakland
Co., Michigan



Caney Valley Historical Society



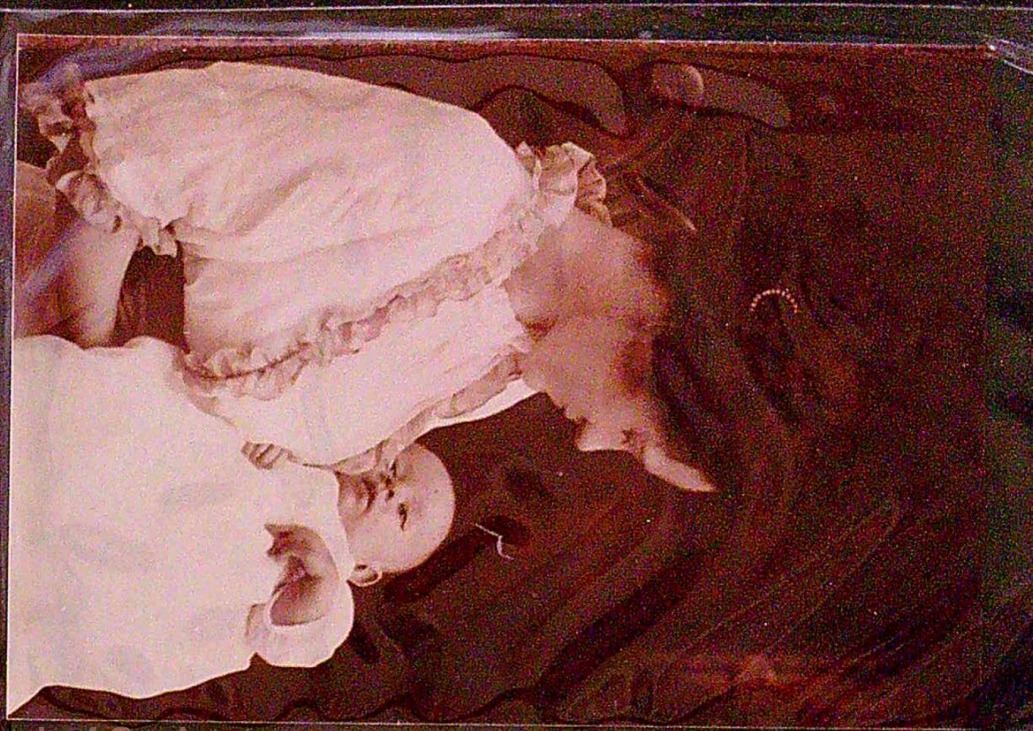
Jay Wellington Dodge
Grace Porter Dodge

Grace and May Porter
Children by Samuel's
first marriage to Susie
Hoyt in Michigan

Caney Valley Historical Society

Front L-R
Lute, Paul, George, Grace
Rear
Margaret, May

Paul Porter



Canby Valley Historical Society

